FEBRUARY, 1965

(Birthday - Holiday)

Brotherhood Week: Feb. 21-28

The American way of life is based on the concept of brotherhood: giving to others the same rights and privileges we would like for ourselves.

One need only to look back over the events of last year to be reminded of the need to renew our devotion in order to create a better understanding among all men—and among all nations as well.

It is fitting that we have this opportunity each February during Brotherhood Week to rededicate ourselves to the cause of understanding and fair play.

Reconsider these principles so as better to know and appreciate each other and to make brotherhood a year-round practice.

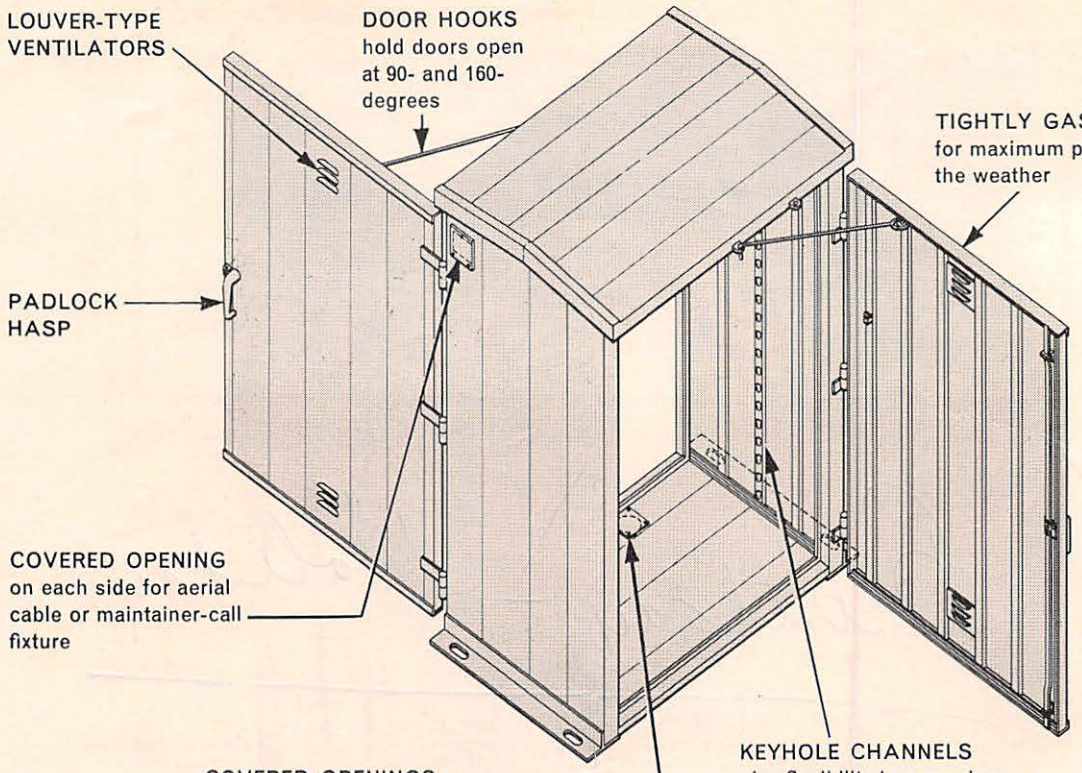
America is the home of the greatest experiment in liberty and equal rights ever developed by man. Here, we have demonstrated before the world, the ability of men and women of good will to live and work together in peace and harmony.

Despite the success of these efforts, there are times when we have failed to measure up to our democratic ideals and to the teaching of both Christians and Jews—the brotherhood of man under the Fatherhood of God. And because of this, it is important that we take inventory from time to time and unite our efforts to promote better understanding and cooperation among all people of the world.

What It Takes To Operate a Railroad . . . Page 32

Application of New Holiday-Pay Rule . . . Page 41

Labor Urges Govt. Ownership of Rails . . . 42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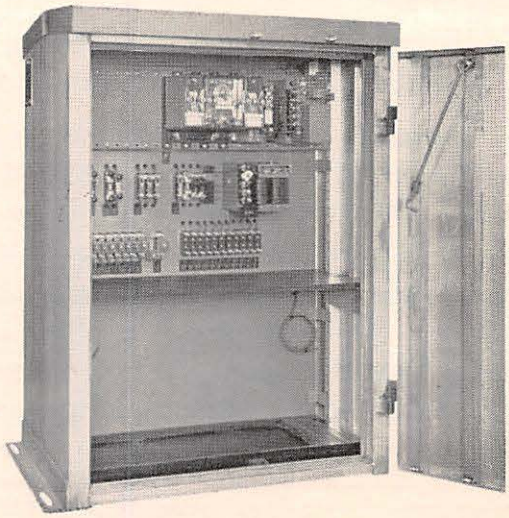

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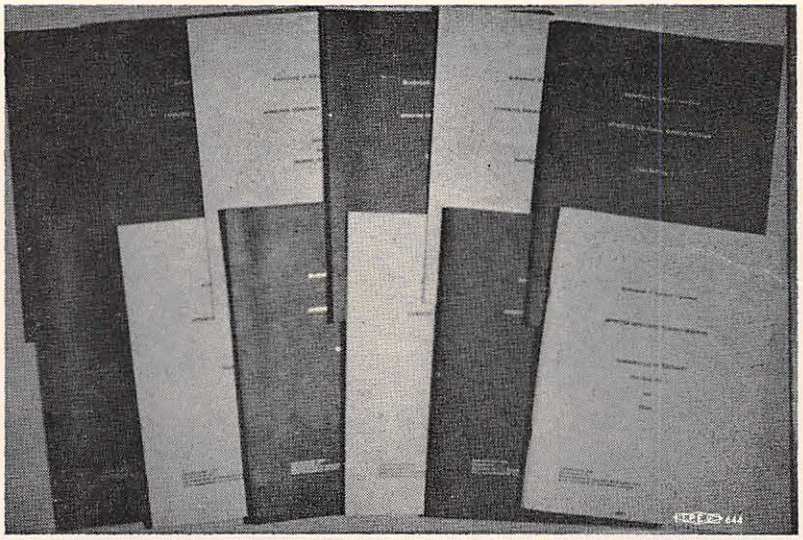

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THE Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

E. L. Abbott, Editor and Manager
2247 Lawrence Ave., Chicago, Ill. 60625

February, 1965

Vol. 46, No. 2

IN THIS ISSUE

What it Takes to Operate a Railroad 32

Live A Little Longer 36
By Dr. William A. Sawyer

How to Buy 37
By Sidney Margolius

FEC Strike Enters Third Year 38

Determine Your Rights Under FELA 39

Application of New Holiday-Pay Rule 41

Railway Labor Urges Govt. Ownership and Operation of Railroads 42

Your Washington Reporter 43
By Albert H. Jenkins

Cotton Named Grand Lodge Representative 44

The Outdoor Scene 45
By Fred Goetz

Theory and Use of Test Equipment 47

Southern Grants Increases to Signalmen 49

COPE Report 50

News From Canada 51

Local Lodge News 53

Obituary 56

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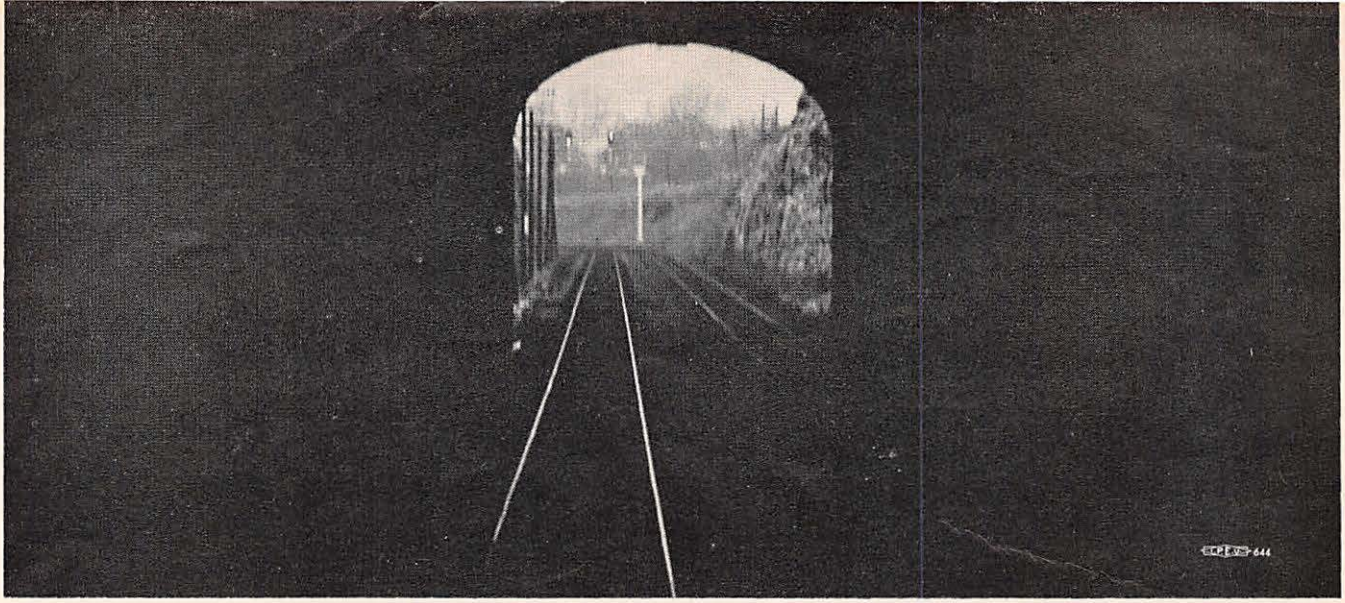
POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.

ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

The Signalman's Journal is published monthly at 213 W. Madison St., Waterloo, Wis., by the Brotherhood of Railroad Signalmen. Entered as second class matter Oct. 13, 1939, at the post office at Mount Morris, Ill., under the Act of Aug. 24, 1912. Re-entered at Waterloo, Wis., Oct. 8, 1955. Accepted for mailing at the special rate of postage as provided in Paragragh 4, Section 34.40, Act of Feb. 28, 1925. Subscription $2.00 per year. Single copy 25 cents.



Where tunnels, cuts, curves, and grades are encountered, modern signal equipment and systems are the eyes and ears of those operating high speed passenger and freight trains. An engineer operating a train through this tunnel can tell at a glance, the condition of the track ahead.

What It Takes To Operate A Railroad

Editor's Note: Mr. Martenson was Staff Engineer for the Chicago & North Western Railway Signal Department at Chicago, Illinois. He is now retired and living in Port Charlotte, Florida.

He wrote "having completed 50 years of railroading in a department devoted to the safety of trains, I have prepared this article to acquaint the public with the many safeguards provided to protect railroad passengers and freight."

By Clarence A. Martenson

AS A RAILROADER FOR 50 years, now retired, I often think how little the average person knows about what it takes to move a train over a railroad. There is a lot more involved than having an engineer climb into a cab, release the air brakes and open the throttle.

When a train is ready to leave the station, the conductor receives train orders issued by the dispatcher. One set of the orders is passed along to the engineer. An engineer may receive as many as 8, 10, or more on a 150 mile division. Most are slow orders, reading as follows: "Watch out for men working near Mile Post 75.6; operate at 30 MPH." Another may read: "Track gang laying rail near station 'so and so.'" Another may read: "Watch for excavation work near track at Mile Post 80.3 etc."

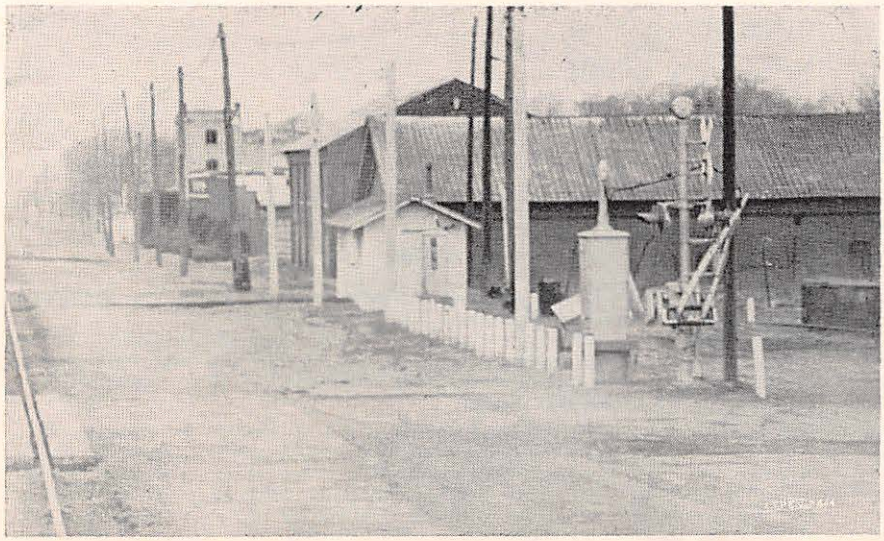
Most people are somewhat familiar with the roll played by engineers, however, I would like to show what it takes to operate another department, of which I was a member. I started as a signal helper, and worked through all jobs in the department to that of Staff Engineer, Asst. to the Signal Engineer. My first year was served as an office boy. I then worked for forty-nine years in the Signal Department, where I started as a helper advancing to signal maintainer after completion of my apprenticeship years. If there ever was a "jack of all trades," today's signal maintainer or signalman is that man. At the same time, his is a case where the "master of none" clause of the quotation is in error. He knows his signals, equipment, and circuits from A to Z.

I wonder if passengers, as they ride over a railroad, ever consider what it takes to keep trains moving smoothly at high speed over railroad crossings, through junctions, up grade and down grade, through cuts and tunnels, over bridges and around curves, and where vision ahead may be restricted.

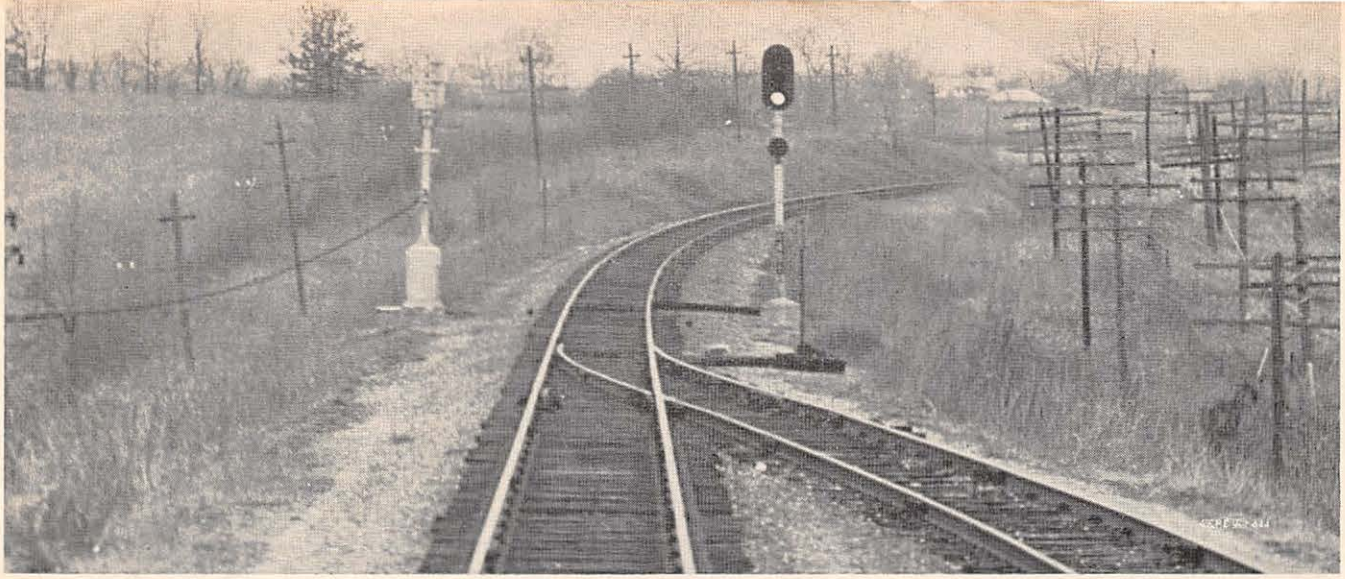
In almost every situation named above, modern signaling has erased the hazards and has provided a high degree of safety to an otherwise unsafe condition. This equipment is installed and maintained by signalmen.

Among the thousands of employes working on a railroad, this man—the "all-weather signalman," is seldom noticed or recognized for the skilled service he performs. His work has no respect for seasons and requires him to be out on the job whether it's 110° or 20° below zero. Very often he works as a lineman, electrician, welder, blacksmith, ditch digger (for underground cable), tool maker, precision mechanic, and steeple jack. In addition, he has to be a motorcar mechanic in order to keep his mode of transportation in proper running condition.

Most people have seen this 4-



Crossing gates are located at grade crossings for the protection of the motorist. Gates are timed to provide adequate protection, yet provide for minimum delay to traffic.



Signals installed and properly maintained can reduce the hazards involved when trains are operated at high speed around curves, through cuts and tunnels and over bridges where vision may be restricted. The clear signal shown in the photo above would indicate that the track is safe.

wheel car scooting along the tracks. The only protection he has in most cases is a canvas windshield in front of him. In some states, laws require that tops be furnished when certain conditions prevail. however, many are at the mercy of the elements when the weather is hot or cold, wet or dry, sometimes with a little rain or hail, sleet or snow thrown in. While protecting himself against the elements he must watch out for that streamliner that could nudge him into eternity. He also has other duties; he must stop his motorcar as passing trains go by him, and watch for any equipment dragging or damaged. If all is in good order, he gives a signal (highball) to the train crew. If not, he stops the train. He also watches for broken rails, line wires down or anything else that might interfere with the safe movement of trains.

The signalman must be prepared and willing to get out any hour of the day or night when called by the dispatcher, to make repairs, possibly at a highway gate that had been knocked down by a careless, or drunken, driver.

The protection at highway grade crossings is a science in itself. It requires a complex array of apparatus. It must operate for slow or fast trains. Provisions are made in modern equipment so that the automatic gates, flasher signals or bells or any combination of them, are not indicating a warning to traffic for a longer period to protect against a slow train, than for a fast one.

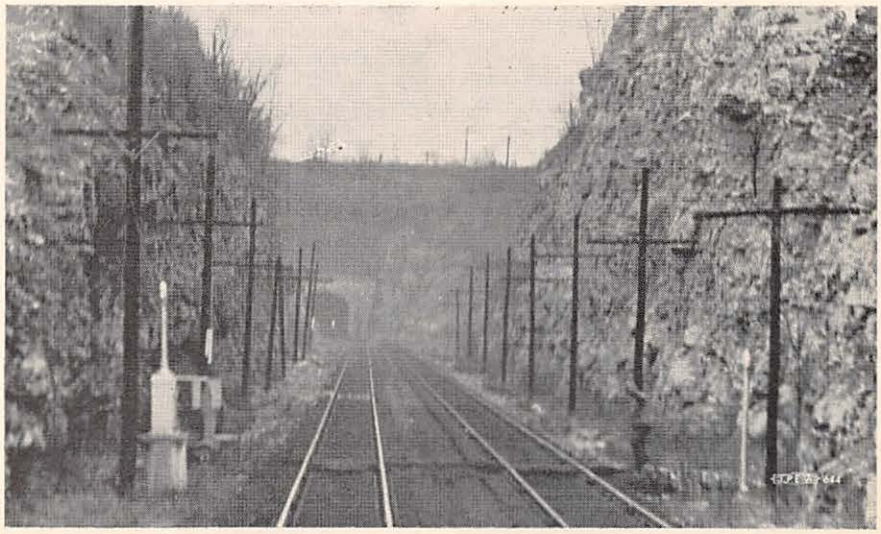
To determine the warning time, a set formula has been established, by determining the time it took a horse pulling a man and a load of hay to cross a pair of tracks. The time is lengthened by the number of tracks at the crossing.

A train traveling 100 miles per hour moves 147.7 feet per second, and a train at 10 miles per hour moves 14.7 feet per second. Therefore, if the crossing protection started operating at the same point on the track for a slow train, as for a fast train, it would operate for a longer period of time for a slow train than a fast train, and the highway traffic would be unnecessarily delayed.

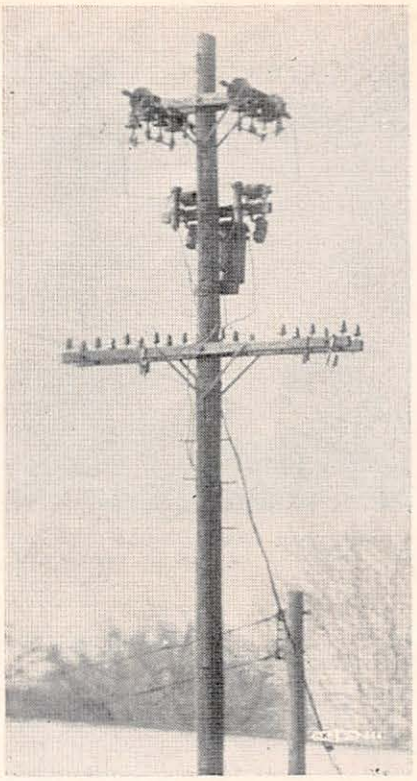
To avoid this, a special system called "speed selection" has been installed at a great many highway grade crossings. For example, a train enters a 1,000 ft. measuring section of track, and sets in operation a timing device. If the train reaches the end of the 1,000 ft. before the timer completes its cycle, the warning devices at the crossing will go into operation. However, in the case of the slow train, if the timer completes its cycle before the train reaches the end of the 1,000 ft. measuring section, the next section is cut out, and the train will not operate the warning devices at the crossing until the third section is entered.

In this type of system there can be any number of measuring sections, cutting out succeeding sections; a short positive section being always next to the crossing, to insure that the warning devices are operating when train is close to crossings. There are also cutout switches for trainmen to stop crossing devices from operating in the event of switching within the crossing control area.

In addition to crossing protection, the signal maintainer may have automatic train control in his territory. This is a system where a low A.C. voltage induced in the rails is picked up by induction coils suspended on the locomotive in front of the leading wheels; this current is selected through switches and track circuits, and when it is cut off by a train ahead, or a switch open, a green light in the cab of the loco-



This photo taken from the rear of a speeding train late on a frosty Sunday afternoon shows a signalman giving a "highball" to the rear of the train.



It is common for signalmen to work with voltages ranging from fractions of a volt to several thousand volts. The highline on this pole carries 4400 volts and is stepped-down through the transformer to 110 volts.

motive turns to red, a bell rings, and if the engineer does not move a lever to acknowledge the stop signal within 250 ft., the air brakes will automatically be applied, stopping the train.

In automatic train control territory an engineer can follow a slow train at 20 m.p.h. but must acknowledge every half mile. If the train accelerates to more than 20 m.p.h. a speed horn sounds and, if the engineer fails to acknowledge, brakes will set, stopping the train. Signalmen must keep all wayside apparatus for the signal systems in working order. The Motive Power Department maintains apparatus on moving equipment.

In addition to other devices our signalman may also have hot box detectors along the track that operate signals when a journal or axle bearing begins to heat up. When the defective equipment passes this detector, the heat from the journal will actuate signal apparatus and set signals in advance, stopping the train.

The signalman shown here is checking track voltage of only a fraction of a volt.

The maintainer nearly always has line wires paralleling the track, carrying other circuits. For example, some carry as high as eight different circuits, for teleprinters, telephone and other code operated devices. In addition, the maintainer may have a stretch of Centralized Traffic Control wires, carrying 17 kilocycles for signal control; 13 kilocycles for indication that equipment has responded. Wires also carry 35 kilocycles for emergency telephone. Signal maintainers also maintain interlocking plants where conflicting train movements can be properly and safely made. These layouts are comprised of single switches, crossovers, double slip switches, movable point frogs and derails and other related equipment. Some are operated electrically. Others are electropneumatic, where a lever energizes an electric magnet, controlling a valve, permitting a flow of air pressure to move switches and signals. Signalmen install and maintain retarder yards where huge castings are moved by pneumatic or electrical equipment to control cars moving down hill during hump switching.

It is common for signalmen to work with electrical voltages ranging from 1/10 volt to 6,600 volts. Generally 110 volts A.C. is used for electric lighting and for rectifiers charging batteries. He maintains banks of storage batteries, from one cell to 60 or more, along with their chargers.

This man is one of the class of highly skilled employes among the many trained men who are necessary to keep a railroad running. He may look like a gandy dancer in his overalls, but he has plenty of brains under his hat.

Another important job in the Signal Department is the Asst. Engineer or Signal Inspector, a position I held for about 25 years. He is responsible for inspections and must be a signalman trained to know all types of circuits and apparatus on an entire system. He is responsible for the inspection of all systems before they are put into service. He must be able to perform adequate tests to insure safe operations on all new projects large and small, from a single switch to 20 streets of automatic gates — with all of the latest circuits, automatic train control, centralized traffic control, and complex interlocking plants.

When an inspector is assigned to "cut in" a project, he is furnished a set of circuit prints and a scaled control chart. On the day the project is ready to go into service, the division officials are notified. They, in turn, notify all operating men concerned, such as engineers, conductors, trainmasters, trackmen, etc.

It is usually arranged that on the first day of cut-over the inspector meets with the foreman and construction men who made the installation. Testing positions are assigned and men are located at crossings to observe the operation of crossing apparatus. Others check the operation of signal devices. They use hand signals, portable telephones, or short wave radio to communicate with the inspector and other signal employes assigned to perform the tests. The inspector and the foreman with their blue prints and charts establish a base where the results of all tests are observed and recorded. Once the cut over starts, it cannot stop, rain or shine.

There may be 20 or more men spread out along the track, thru the entire area affected by the new project. On some carriers each man is given a number. This number is marked on the control chart so the inspector will know where each man is located and what indications he will call on his phone.

Where larger installations are to be tested and there are numerous track circuits to be checked, men frequently are assigned to go out on a track motorcar, with a telephone and a shunt cable (this is a heavy wire with cable clamps used to short-circuit the current flowing through the rails) this being similar to what the train does when the first pair of wheels on the train occupies the track circuit.

When the shunt or test car starts out as mentioned above, they go to the extreme end of the section under test and shunt the rails. This should drop or deenergize the track relay. Then the man observing crossing and signal devices report what is happening at their location to the inspector. Typical reports such as, signal is red, crossing apparatus operating, switch indicator is down, briefly describe field functions. The inspector, watching his chart, knows what should happen. If all calls agree, the test car lifts its shunt and moves to its next location.

When the shunt is lifted those observing field action should then report that all is clear. Test car moves to the next track circuit. In most installations each track circuit is separated from the next by fibre insulations at the rail joints.

In the event an error is made in wiring, such as signal control or gate control, not in the relay, the

man at that particular spot will call his signal or whatever he is watching "clear," when it should be "down". The person conducting the test will know there is an error, and a signalman will check the wiring for errors on a circuit and make the necessary corrections.

The entire installation is checked. Where there are multiple tracks, each track is checked separately. Checking may start at any designated time and continue all day, maybe all through the night, 15 to 24 hours. Weather may be below zero, trains must be watched and kept running throughout the check. Safety of the men is the first concern, however, it is a well established policy that trains must not be stopped.

When checks run through a day and night men required to be constantly on the alert and sometimes in one position for 18 to 20 hours in zero weather are not too comfortable. Sometimes breaks are taken for lunch and dinner, however, men at highway crossings must protect traffic as circuits are not checked for safety. Signalmen are very resourceful and they generally have a fire of some sort going. Old ties, coal, or whatever can be found is used for fuel.

During a check and cut over, I always instructed our camp cook to keep the coffee hot, and have a helper go back and forth with the coffee, all through the check. This would keep the men warm and, after several hours, more or less, keep them in good humor. All through the check the inspector must keep safety in mind, watch for all trains and warn those testing in the field when trains are approaching. Safety always receives first consideration because human lives are at stake. It would be very easy for those testing to make an error resulting in a disastrous wreck with possible loss of life. In all my years as an inspector, I never had one single mixup. Surely the good Lord had his eye on me.

Another phase of railroading that I believe bears further mention is called "hump yard switching." Equiment at these highly specialized locations is maintained by Signalmen. Let's follow a train as it moves into the yard as it comes off the road from some distant point. Formerly, as a train entered the yard, a yard clerk recorded all the car numbers in the train; now, at more modern yards, television cameras on each side of the train pick up the car numbers. These numbers are transferred to microfilm and a punch card is made for the hump machine, where the track numbers are recorded for the destination of the cars in the classification yard.

Before new installations are placed in service they must be thoroughly checked out. This maintainer is shunting the track circuit as a train would do in an occupied block. Relays, signals, and corresponding equipment is checked to see that they are performing properly.

A pusher engine is attached to a train after the road engine has been cut off and the cars are pushed toward the hump on signal from the hump foreman. As a car or cars approach the hump, the hump foreman signals the pin puller how many cars to release, and as they leave crest of hill, they roll down by gravity into the proper classification track.

As the car or cars leave the crest and roll down the incline towards the classification yard they pass through retarders consisting of large cast iron beams, powered by electric motors or compressed air. These tighten on the wheels to slow up a car if it is going too fast. As a car rolls down the incline it is weighed automatically, and a radar beam is shot at the car from a point ahead of it. This information and the speed of the car determined by the radar, along with other information is fed into gigantic computers which control the retarder mechanism. If the car is heavy; say a load of sand, and is a "fast-roller" the retarders will compress the side of the wheels, thereby slowing it up. If it still runs too fast, radar check will feed information to the machine to slow it up more.

All of this work was performed manually in the past. Men called "riders" rode the cars off the "hump" and set the cars' hand brakes to control them. Now this is all done by about three men, where before it sometimes took 25 or more.

Another interesting phase of railroad work contributing to safety is performed by the engineers who operate "rail test cars" which are run over the railroad to test for broken or defective rails. Defects known as fissures in a rail are similar to bubbles in the metal. They cannot be seen from the outside.

The rail test car is equipped with a sliding "shoe" on each rail with electrical contacts located about 40 inches apart. A current is passed from one contact thru the rail to the other contact. In the car two ink pens are connected to the machine in such a way that they will draw straight lines on a paper tape when no defects are noted, as the car moves along about 10 m.p.h. When a fissure is passed, the ink line shows a small kink due to the difference of metal consistency between the two brushes or contacts. At the same time a paint gun located near the shoe shoots a yellow spray of paint on the rail near where the fissure is located. The test car is then stopped and a hand detector set is used to thoroughly inspect the rail in the vicinity of the paint spot. A note made on the tape indicates the location and size of the fissure.

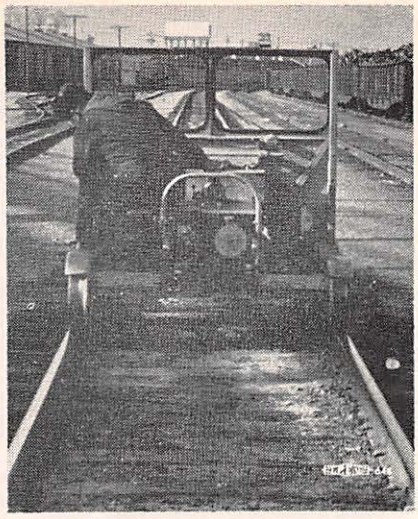
On many railroads these tests are

made about once a year, and tapes made of rail and fissures are compared as each test is made. If defects appear to have become larger the rail is taken out, but, if the size stays the same, the rail stays in. These tests have prevented many wrecks caused by broken rails as defects are detected before they get dangerous.

When engine and train crews report for work and are assigned locomotive units to pull their train they are well aware of the precautions taken to insure their safety and the safety of the equipment and lives assigned to their care.

Those who operate the trains are highly skilled in their particular job in the transportation industry. The engineman must have a trained hand on the throttle and at the same time delicately control the air brakes.

When a train is traveling at 85 or 90 m.p.h. approaching an 80 m.p.h. curve, the engineer must reduce to 80 m.p.h. before he enters the curve, then increase speed running thru curve until he is up to top speed. The reason for this is to keep cars riding smoother while running through the curve. This is what enginemen call the science of train handling.



The signalman is constantly on the alert for conditions which could effect the safety of train operations.

When an engineer is pulling a high class train with diners, parlor, and sleeping cars, he tries to handle the brakes so that a person in the diner may enjoy a meal, or a person in the parlor car won't spill his drink. He is especially careful at night to insure that sleeping car passengers have a good night's sleep. Most engineers on these runs have many years of experience and are very much concerned about the good handling of their trains.

It is obvious to me that through the skill of the employes in the crafts and through the planned cooperation of the various departments working as a whole, utmost safety and comfort is provided on our Nation's railroads.

Live a Little Longer

Treating a Sprain

By Dr. William A. Sawyer
IAM Medical Consultant

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THIS IS THE TIME OF YEAR when skiing, skating, sledding, ice hockey and other sports take their toll of accidents amongst our young folks. As a result, bruises, strains, and sprains are quite common.

Only recently each of two brothers of upper grade school age in a family that I know quite well sustained severe sprained ankles within a few days of each other. This reminded me that maybe we need to review the treatment of ankle sprains.

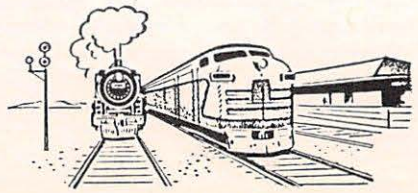
In the case of these boys, who had a great deal of pain and couldn't step on their feet, the father first applied ice cold wet cloths to the tender areas for twenty minutes to ease the pain. Then he wrapped the injured ankle with a tight bandage and hustled them off to a nearby hospital in his car. He knew this was the easiest way to get prompt treatment.

In the emergency division of this hospital there was a surgeon on duty who takes care of all injuries. In a few minutes an examination was made, including an X-ray. This is usually routine in modern hospitals to detect any slight fracture of bones. In the case of these youngsters, no injury to bones was found.

After bandaging the ankle with adhesive for support, the boys were given crutches and told to take it easy, and to put their weight on the injured feet as soon as it felt comfortable. In about three weeks they were able to resume their usual activities.

The expense of this treatment was taken care of by the family's Blue Cross insurance.

I give you this experience because it is one satisfactory way of taking care of an average uncomplicated sprained ankle. Having an X-ray is valuable because occasionally pieces of bone are pulled off by the extreme stretching of the ligaments. Whenever there is persistent tenderness, an X-ray should be taken.



If an ankle is sprained and there is no hospital or family medical doctor easily available, then what house care can be undertaken? The first thing of course is to combat pain and swelling with cold applications, cloths wrung out in ice water if possible, or the application of ice bags to the tender areas, or soaking in cold water. Cold shrinks blood vessels, thus preventing some swelling and numbing the pain. Cold is best during the first 24 hours. Apply cold every hour or so for about 20 minutes.

Between the 20 minute to half-hour use of cold, elevate the leg to help blood to drain away from the injured area. This prevents some swelling and makes for more comfort.

After swelling reaches its maxmum, heat helps more than cold. Apply heat to help bring more blood to the injured spot, thus speeding the healing of the strained ligaments. Hot soaks or hot towels three or four times a day after the first day will relieve the pain and restore function.

If tenderness persists and shows no improvement, it is best to see your doctor. A X-ray or other attention may be required. Generally home treatments of cold and heat plus elevation and rest are sufficient for satisfactory recovery from the ordinary ankle sprain. A supporting bandage helps.

By SIDNEY MARGOLIUS, for The Signalman's Journal

Shopping Financing As Important As Shopping For Car

A major auto insurance company is voicing concern that buyers "haggle like a trader in an oriental bazaar" when purchasing a car, but often fail to take similar care in financing it. Other insurance companies have broadcast this same warning.

The insurance companies, of course, are concerned that if you arrange your financing through the dealer, you may also buy your car insurance from him. Several insurance companies now even have their own car finance plans, possibly in self defense against the fact that the large auto-finance companies sell insurance through car dealers.

It is true that often you can save by arranging the financing yourself through a credit union or bank. Sometimes you even can get a car loan cheaper from the same bank that finances the dealer. The fact is, car dealers customarily get a rebate, or "dealer's reserve" as it is called in the trade, for handling the financing. At least two states even recognize this rebate by law, limiting it in one case to 20 percent of the finance charge that you pay, and in the other, to 2 percent of your total debt.

Dealers say they need this rebate because they give discounts on the car itself. According to their testimony, the rebate on finance and insurance fees, often is their major profit on the sale of a car.

Some dealers have admitted finance rebates provide half their income. In this case, people who buy cars on time sometimes are helping to subsidize the cash buyers.

In the hands of unscrupulous dealers, the financing and insurance fees can be pyramided further by even higher charges for buyers who are poor credit risks, and by adding a steep "credit life insurance" fee (which would pay the balance still owing in the event of death).

One insurance company complaining of this practice, reports the case of a prospective buyer who was quoted $412.50 for the car insurance, $108.88 for credit life insurance, and $512.02 for the finance charge. This made a total of $1,033.40, in addition to the price of the car itself.

But the buyer did his own arranging. He paid $344 for the insurance and $379.20 for the finance charge, or a total of $723.20. There was no charge for the credit life insurance.

Buyer Protection Urged

Senator Paul Douglas (D., Ill.) who has proposed a bill requiring all dealers and lenders to state true annual interest rates, has found even more extreme examples, such as true annual rates of as much as 180 percent for financing used cars.

Here are policies to follow to get the best possible costs for financing and insurance, as well as for the car itself:

• **Shop separately** for the three components of your true car cost: the car itself, the financing, and the insurance.

• **In shopping for the financing,** get quotations from the dealer, your credit union if you belong to one, and one or more banks. Finance charges of reputable new-car dealers may be in line, especially if you can make a fair down payment. Credit unions and banks usually charge little more for financing used cars than new ones. Their rate generally is no more than $6 or $6.50 per $100 (equivalent to a true annual interest rate of approximately 12 percent). But finance companies operating through dealers often charge more for financing used cars than new models. Various state laws allow finance charges for used cars of $10 per $100 for late models, to as much as $17 for older ones.

To get the lowest possible finance charge, put down as much as you can, not the least allowed. Sometimes the various lenders and dealers offer a better rate for a little larger down payment. Show the dealer that you are interested in the finance charge as well as the price of the car. He has some margin for shading that cost too, especially if you are a good credit risk.

Collision Insurance An Expensive Item

Also see if the lender will let you omit collision insurance, which is expensive and not your primary insurance need (liability coverage is).

But even in shopping banks, be careful to find out both the stated rate and the dollar charge (no lenders state the true or simple annual interest rate). For example, the St. Louis Better Business Bureau reports that a group of banks in that area has been offering new car loans at a "4 per cent" interest rate when actually the charge was $4 per $100 per year. In terms of true annual or simple interest, this is approximately 8 per cent a year (a low rate, even if deceptively stated).

• **Credit life insurance** should be provided free, as it usually is by most credit unions and some banks. At least, the charge should be no more than 50 to 75 cents per $100 of original debt. On a balance of $2,000 repayable over a period of three years, a credit-insurance charge of 50 cents per $100, which is really enough, would come to $30.

• **In shopping for the car insurance,** compare rates in your particular classification among at least three difference companies or brokers. With auto insurance rates scheduled to rise again this year, any savings you can make are urgent. The wider shopping is desirable in the present competitive situation, because different insurance companies now tend to charge different rates in various classifications. Some may be more lenient for several types of risks than others, especially if you have had recent accidents or violations, or drive your car to work, or have a young driver in the family, or, in reverse direction, are a select risk with a clean recent record.

• **Especially beware of dealers** who advertise such claims as "No money down", or "$5 down" or "We finance anyone", as this department has previously warned. When it comes to the actual transaction, such dealers usually require you to make a side loan with a small-loan company to provide the substantial down payment finance companies really require.

Strike Enters Third Year Legal Battles Focus on the F.E.C.

Strike Leaders Hit Ball on Passenger Service

THE FLORIDA EAST COAST Railway strike moved into its third year last month with picket lines still firmly maintained and current developments focussed largely on legal battles.

According to an article in a recent issue of *Labor,* the next round in the effort to make the "scab"-run FEC and its wealthy boss, financier Edward Ball, obey the law will take place in Jacksonville, Fla., when U.S. District Judge Bryan Simpson hears evidence on charges that the FEC has persistently violated an injunction he issued last October 9.

If Judge Simpson upholds these charges, he can fine the railroad heavily for contempt. Three other injunctions by Simpson are also outstanding against the FEC.

Strike chairman J. H. Hadley and strike secretary O. C. Jones recently commented on the objections voiced by Ball to obeying a January 14 order by the Florida Public Utilities Commision.

That PUC order told the FEC to resume passenger service within 30 days. But Ball claimed to fear that "criminals and would-be murders" might sabotage FEC passenger trains, and he said the FEC will appeal the order in the state courts.

Hadley and Jones said: "We admit the accuracy of the PUC's findings that the public is entitled to passenger service from this railroad. If Mr. Ball were interested in serving the public as the law requires, he could do it very simply by settling this strike.

"The FEC's striking employes remain willing and eager to give the public full and efficient service," Hadley and Jones said. "All they ask is the same treatment as all other railroaders. That is what Mr. Ball refuses. "As for Mr. Ball's remarks about 'sabotage,' not even he claims there has been any significant amount of 'sabotage' to his railroad in nearly a year.

"Mr. Ball knows very well that our Organizations do not condone violence of any kind. Violence hurts our just cause. We have so informed our members, and we are sure they understand this.

"Admittediy the FEC's strike-breakers have not kept the railroad's track and equipment in condition for adequate service, but that can be quickly remedied by a settlement of the strike.

"The truth is," Hadley and Jones concluded, "that Mr. Ball wants to keep on ignoring the law about service just as he has broken the Federal Labor Law and just as he refuses to have the FEC pay its taxes."

Other developments related to the FEC struggle included the fo.low-ing:

• After the entry into effect of Judge Simpson's recent injunction odreding the FEC to restore its legal working agreement with the Railway Conductors and Brakemen, the ORCB on Jan. 22 cancelled its strike against the rairoad. Most ORCB men, however, continued to observe the non-operating employes' picket lines.

• Leaders of the Locomotive Engineers met last month with FEC management in St. Augustine to seek agreement on medical examinations for BLE men who bid on jobs, pursuant to another injunction.

The meeting saw an excange of views, but reportedly no progress was achieved toward an agreement. Most of the BLE men who bid on jobs some time ago were disqualified on physical grounds.

• The U.S. Supreme Court on January 25 refused to review an Appeals Court decision of last August 18 relating to an earlier injunction by Judge Simpson against the FEC. The Railroad Trainmen had petitioned for a Supreme Court hearing. The high court's refusal to review left the FEC injunction picture unchanged.

As the longest rail strike of all time moves on there are signs of growing support. Most notable development was the order of the PUC

The Railway Labor Executives' Association, representing chiefs of 21 standard railroad labor organizations, recently passed a resolution urging government action to end the longest active railroad strike in American history.

The striking FEC "non-operating" employe's walked out January 23, 1963 in an effort to win the same 10.28 cent hourly pay incrrease gained on all other Class I railroads in June, 1962.

Text of the resolution follows:

WHEREAS the strike of "non-operating" employes of the Florida East Coast Railway, already the longest active strike in railroad history, will enter its third year on January 23, 1965; and

WHEREAS these employes seek only the same pay and treatment as similar employes on all other Class I railroads; and

WHEREAS the FEC management, led by board chairman Edward Ball, has rejected every recommendation and plea by Presidential Emergency Boards and by high government officials, both in Congress and in the Executive Branch, to settle this strike on a fair negotiated basis or through voluntary arbitration, while the representatives of the employes have accepted every such plea; and

WHEREAS the FEC management, led by Edward Ball, has wilfully and persistently violated the Railway Labor Act, leading to issuance of four Federal court injunctions currently outstanding against the FEC Railway; and

WHEREAS Edward Ball has been able to defy the plain dictates of justice and the law for so long because of the power lodged in the billion-dollar economic empire he controls, known as the Alfred I. duPont Estate; and

WHEREAS the duPont Estate enjoys its vast and abusive power solely because of its unjustified special exemption from the Bank Holding Company Act;

NOW, THEREFORE, BE IT RESOLVED: That the Railway Labor Executives' Association

1. Salutes the noble and sacrificial struggle of the union men and women of the Florida East Coast Railway, in all crafts, to win and maintain their rights and self-respect as free Americans against one of the most vicious agglomerations of wealth and power in the nation;

2. Appeals to the officials of the Executive Branch of our government to execute and uphold the policies of the Railway Labor Act as they are sworn to do, by exerting every effort to end the costly and destructive conflict on the FEC Railway; and

3. Calls on the 89th Congress to act promptly to remove the duPont Estate's special exemption from the Bank Holding Company Act, thereby breaking up the duPont Estate's abusive and monopolistic power.

Application of New Holiday-Pay Rule

SEVERAL QUESTIONS HAVE been received at Grand Lodge Headquarters regarding the application of Article II of the Mediation Agreement signed on November 20 providing for one additional holiday, the employe's birthday.

The Chief Executives of the cooperating organizations have agreed that the provisions should be uniformly applied and have prepared the following questions and answers to help you understand the intent of the agreement.

All questions and answers are predicted on the employe's being qualified to receive holiday and birthday pay.

1. The birthday of an hourly-rated employe who qualifies for birthday pay falls on one of his assigned rest days. Is he entitled to receive eight hours' pay at the pro rata for such rest day of the position to which he is assigned?

Yes, in addition to other pay to which he is entitled for that day, if any. (He would not in the same circumstance receive holiday pay for one of the seven established holidays.)

2. Is the employe in Question 1 required to lay off on one of his regularly assigned work days to absorb the birthday pay he received for the rest day?

No.

3. The birthday of an hourly-rated employe who qualifies for both holiday pay and birthday pay falls on Monday, February 22, 1965, one of the seven established holidays under the holiday-pay rule, which is also one of his work days, and such employe does not select an alternate day as his birthday holiday. How should he be paid?

He should receive 8 hours at the pro rata rate as holiday pay and 8 hours at the pro rata rate as birthday pay.

4. Does the employe referred to in Question 3 have any option about observing some other day as his birthday?

Yes. If an employe's birthday falls on one of the seven established holidays (which is the case in Question 3), he may, by giving reasonable notice to his supervisor, have the following day or the day immediately preceding the first day during which he is not scheduled to work following such holiday considered as his birthday. In this particular case, he could have either February 23 or February 26, 1965, considered as his birthday. As to pay for the week, if he observed February 22 as his birthday and worked the remainder of the week, he would receive 48 hours' pay for the hours of his regular assignment that week. If, however, February 23 or February 26 was considered as his birthday and he was off on either of those days but worked the remaining three days of the week, he would receive 40 hours' pay for the week.

5. Would the answer given to Question 4 also apply to a monthly-rated employe?

Yes, insofar as it concerns his being off either on February 23 or February 26, 1965. He would not, however, be entitled to either holiday pay or birthday pay as would the hourly-rated man. Holiday and birthday pay for monthly-rated employes is computed on an annual basis and included in the monthly salary.

6. The birthday of a monthly-rated employe falls on one of his assigned rest days. Is he entitled (a) to 8 hours' pay for the rest day as birthday pay or (b) to have a subsequent work day considered as his birthday?

(a) No. (b) No.

7. An hourly-rated employe qualified to receive birthday pay is regularly assigned to work Monday through Friday. His birthday falls on Wednesday, February 10, 1965. Is he entitled (a) to receive 8 hours' pay for February 10 and (b) to take the day off?

(a) Yes. (b) Yes. If, however, he was working at a location away from his residence, he could, by giving reasonable notice to his supervisor, have Friday, February 12, considered as his birthday. The purpose of this provision is to give the away-from-home employe the option of combining his birthday time off with his rest days.

8. Under the birthday rule, what adjustment is made in the rate of monthly-rated employes?

The monthly rate of monthly-rated employes is adjusted by adding the equivalent of 8 pro rata hours to their annual compensation and dividing this sum by 12 to establish a new monthly rate. The hourly factor becomes 174⅔ and future wage adjustments are to be based on this figure.

9. The birthday of a monthly-rated employe falls on one of his assigned work days. Is he entitled (a) to extra pay for the day as birthday pay and (b) to take the day off without reduction in pay?

(a) No, because the birthday pay is included in his monthly salary on an annual basis. (b) Yes.

10. If the birthday of an hourly-rated employe qualified to receive birthday pay falls on one of his regularly assigned work days while he is on paid vacation, is he entitled to receive birthday pay for the day?

No, provided his position is blanked on his birthday. However, if his position is worked on his birthday, he would be entitled to receive overtime pay in the amount he would have received had he performed the service in addition to his vacation pay.

11. Assume the same circumstances for the vacationing employe as in Question 10 except that his birthday falls on one of his regularly assigned rest days during the vacation period. Is he entitled to vacation pay for the day?

He is entitled to an additional day's pay at the pro rata rate because it is his birthday holiday.

12. Why the difference in the answers to Question 10 and 11?

There is an inconsistency in the treatment under these two questions; however, this is due to the fact that Presidential Emergency Board No. 162 did not recommend the extention of the vacation period by one day, as the employes had requested, when a holiday falls within an employe's paid vacation period. Thus, when the birthday falls within the work week the treatment in this respect is no different under the new birthday rule than it was under the holiday-pay rule first negotiated in 1954. With respect to rest days, however, the birthday-pay rule differs from the holiday-pay rule in that it allows pay when the birthday falls on a rest day, including a day during the vacation period which would nomally be a rest day.

13. If the birthday of a monthly-rated employe falls on either (a) a regularly assigned work day or (b) an assigned rest day, while he is on paid vacation, is he entitled to extra pay?

(a) No, provided his position is blanked on his birthday.

(b) No, provided his position is blanked on his birthday.

14. In view of the answers to Questions 10 through 13, what should an employe do to avoid these situations?

Arrange to take his vacation during a period in which holidays do not occur.

15. The birthday of an employe who is assigned to a traveling gang and works away from home during

the week falls on Wednesday. His regular work assignment is Monday through Friday. Is he required to obeserve Wednesday as his birthday? No. If he wishes, he can, by giving reasonable notice to his supervisor, have the following Friday considered as his birthday. He would then be off Friday instead of Wednesday. If he was required to work 8 hours on Friday, he would receive 8 hours at pro rata rate for that day as birthday pay and the time and one-half rate for the 8 hours worked.

16. Would the answer be the same as in Question 15 if the employe's birthday fell on Monday, Tuesday, or Thursday of the work week? Yes. He could on reasonable notice designate the following Friday to be considered his birthday.

Edison Announces Personnel Changes

The Primary Battery Division, Thomas A. Edison Industries of McGraw-Edison Company announces that Mr. W. E. Olson, because of ill health and at his request, has relinquished the duties of general sales manager and has been appointed to the post of manager of sales engineering; and Mr. A. W. Frank, who formerly held that position, has been named assistant sales manager. These changes are effective January 18, 1965. The headquarters of both men will continue

Olson

Frank

to be the home office in Bloomfield, N.J.

Mr. Olson joined the Primary Battery Division of the Edison Company in September 1931 as an assembler, advancing to foreman, and later appointed as service engineer in the Chicago district office. In August 1949 he became sales engineer with headquarters in Bloomfield, N.J. and was later advanced to the position of district manager. In May 1961 he was promoted to general sales manager which post he had held until his present appointment.

Mr. Frank served in the U.S. Air Force during WW II after which he was employed for four years by the Standard Oil Co. of New Jersey. He later joined the signal department of the Lehigh Valley Railroad as a draftsman and later advanced to assistant circuit designer. He was first employed by the Primary Battery Division of the Edison Company on April 12, 1954 as a service engineer at the Bloomfield, N.J. office. He was successively appointed assistant district manager, district manager and eastern regional manager.

In July Mr. Frank was named manager of sales engineering — a position he retained until his present advancement.

General Signal Corp. Forms GRS International

P. W. Smith, president of General Signal Corporation and its Rochester operating unit, General Railway Signal Company, announced today the formation of GRS International. The new organization is being formed to strengthen and consolidate the offshore operations of General Railway Signal Company and should be instrumental in bringing more export business into the Rochester plant, according to Mr. Smith.

Porter

John W. Porter has been named president of the new unit. He will also continue as executive vice president of General Railway Signal Company. GRS International will coordinate operations of the extensive network of GRS affiliates and licensees in Argentina, Brazil, the Netherlands, Italy, Mexico, Spain and England.

Railway Labor Votes To Urge Government Ownership and Operation of Railroads

PRESIDENT JESSE CLARK recently announced that the Railway Labor Executives' Association reversed a policy it has followed since the defeat of the Plumb Plan in 1920 and went on record in support of government ownership and control of the railroad industry.

RLEA Chairman G. E. Leighty speaking for the Association at a press conference said, "situation in the railroad industry has reached such a critical point that a majority of the Chief Executives of railroad labor meeting in Washington this week voted unanimously that we should have government ownership and operation of the railroad industry. We will finalize this action at the February meeting of the RLEA and probably will propose specific legislation at that time.

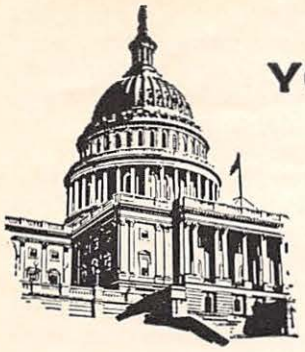
Leighty said that the action followed a week of discussion by the heads of the 22 Standard Railway Labor Organizations on the current problems of the railroad industry.

"This action taken after these discussions means that, in our view, the present management of the railroad industry no longer has sufficient concern for the interests and needs of the general public to be entrusted with the stewardship of the most fundamental and most essential part of our nation's transportation system," Leighty added.

As for reasons for the RLEA actions, President Clark pointed to:

- the failure of the railroads to give adequate service, reflected in the "progressive elimination" of passenger trains and the failure of the carriers to provide adequate equipment and service for freight shipments
- the persistent refusal by rail management to join with railroad labor to establish adequate safety measures for the protection of both passengers and workers,
- the "chaos" in the industry's labor relations.

The spokesman for the RLEA said: "We have taken this step only after full consideration. When a public utility in the hands of private managers simply refuses to recognize its obligations to the public, government ownership of that utility appears to be the only way of meeting the essential needs of the people. Railroad Labor believes that such a condition exists in the industry today.



YOUR WASHINGTON Reporter

By ALBERT H. JENKINS

HOW MUCH OF PRESIDENT Johnson's "Great Society" program will get through in this year's session of Congress? The answer to that question, in the opinion of old observers, largely depends on the speed and determination with which the Administration presses the various measures in that program.

At the opening of the session, Johnson was riding high on the wave of the massive majority of popular votes he received in the Nov. 3 election, but the final fate of bills is determined by votes in the Senate and House; also by whether members are given a chance to vote on a bill.

That is mainly decided by the powerful chairmen of the legislative committees and of the House Rules Committee, which schedules bills for debate and votes on the floor. Dominated by Congressman Howard W. Smith (Dem., Va.) and other reactionaries of both parties, the Rules Committee has shelved many measures which would have passed if they had been permitted to go to the floor. Will that happen again in this session?

Not if the President and public opinion can force Congress to recognize the mandate of the voters in the election, and to act promptly on major Administration bills. The longer action is delayed, the more effective will be the obstructive tactics of the conservative chairmen who control most legislative committees of both chambers and the House Rules Committee.

That was demonstrated after Franklin D. Roosevelt swept all but two states in the 1936 presidential election. It was thought his program would have easy sledding in Congress. On the contrary, it ran into increasing resistance as the new session went on.

A spate of recent stories from White House correspondents close to LBJ said that Johnson very much had Roosevelt's experience in mind —and that he would, therefore, press his program in stages.

He plans to start with "Medicare" for the aged and aid to the depressed Appalachia area, two measures that are hanging over from the last Congress. He counts on quick passage of these and then will follow up, at intervals, by pressing for enactment of other measures in his program, the correspondents reported.

Meantime as the session opened, a group of about 100 liberal House Democrats, backed by a few Republicans, were ready with proposed reforms. One would curb the arbitrary power to the Rules Committee by providing that a bill could be brought directly to the House floor by the Chairmen of the legislative committee which wrote the measure, if the Rules Committee does not clear the bill for floor action within 21 days.

Another proposed House reform would end the Rules Committee's power to refuse to send to a Senate-House conference committee a bill which has been passed by both the Senate and House, but in different forms. A third proposal would enable 175 congressmen, instead of the present required total of 218, to bring a bill to the floor by signing a petition for that purpose. Also proposed were other House procedural changes designed to reduce legislative delay.

Main change proposed in the Senate would make it easier to stop filibusters by a cloture vote putting a limit on further debate on a bill.

These and other proposed changes in rules and procedure were scheduled to come up in Congress shortly after this article was written. They have to be brought up early in the session, or wait another year. The outcome, which may be known before these words appear in print, will largely determine the success of some of President Johnson's "Great Society" measures.

Conspicuous among them as reported above, is the "Medicare" bill, which would provide hospital, nursing home and related health services to the aged under the Social Security and Railroad Retirement systems. Just before the Congress session opened, the *Senior Citizen News,* published by the National Association of Senior Citizens, carried a front-page article headlined "Elderly Pray for Early Medicare, but American Medical Association Spends Millions for Delay."

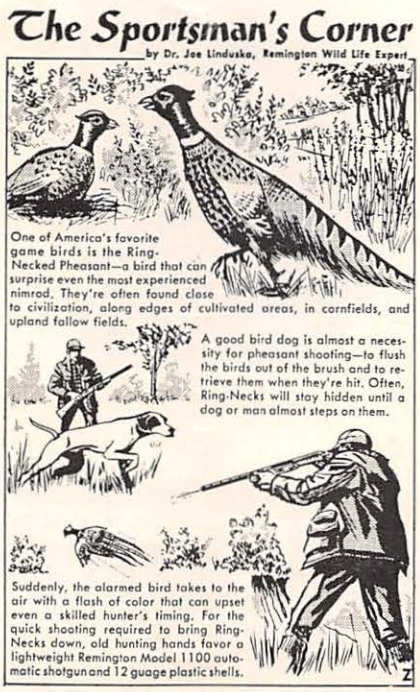
SEC Reveals Stock Fraud

Recent announcements by the Securities and Exchange Commission cast further light on continued shady practices in the business world. In a period of a week or two the SEC revealed these developments:

For violations of the law barring stock frauds, courts around the country sentenced Arnold Naidich, Howard S. Miller, Harvey S. Miller, Harvey Sterman, Gloria Grossman, Harold Gradsky, Roger D. Abbott, Samuel Garfield and five other men involved with Garfield. All received prison terms, though some were suspended.

- Juries issued indictments on stock fraud charges against Daniel Price, Marshall I. Stewart, Simone Morin, Vincent Sparbati, John L. deLyra, All-State Securities, Inc., and Thomas P. Flynn.

- Courts issued injunctions barring violations of stock fraud laws by Idamont Oil & Mining Co., Charles L. Buck, J. Earl Johnson, Kenneth D. Saunders, Consolidated Investment Funds and 6 of its pro-

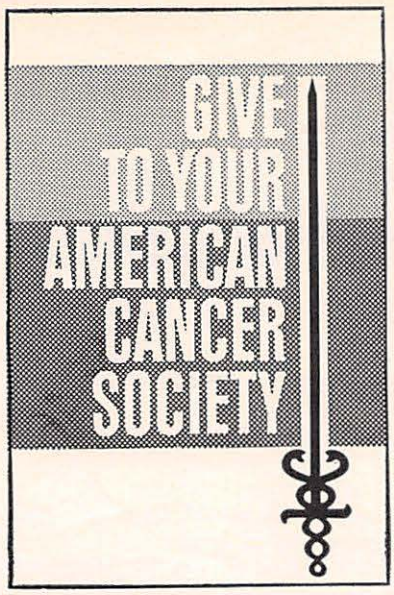

The Sportsman's Corner
by Dr. Joe Lindsdale, Remington Wild Life Expert
One of America's favorite game birds is the Ring-Necked Pheasant—a bird that can surprise even the most experienced nimrod. They're often found close to civilization, along edges of cultivated areas, in cornfields, and upland fallow fields.
A good bird dog is almost a necessity for pheasant shooting—to flush the birds out of the brush and to retrieve them when they're hit. Often, Ring-Necks will stay hidden until a dog or man almost steps on them.
Suddenly, the alarmed bird takes to the air with a flash of color that can upset even a skilled hunter's timing. For the quick shooting required to bring Ring-Necks down, old hunting hands favor a lightweight Remington Model 1100 automatic shotgun and 12 guage plastic shells.

moters, Lords Bank & Trust Co. and three men who sold the latter firm's certificates.

Also, in a Federal court in Virginia, the SEC filed a criminal "information" charging Stephen D. Carnes, Jr., with violations of the anti-stock fraud law.

The SEC suspended lawyer Donald Keltner from practicing before it on charges that he filed a "false and misleading" registration statement with the commission in the cases of two stock-selling companies. On similar charges, the SEC suspended the registration of stock of Security Life Insurance Co., Denver, and Ferguson & Associates, Atlanta.

The SEC is constantly making such announcements. All this sounds as though slick promoters and tricksters are being driven out of the securities business and that investors are safe in entrusting their hard-earned money to makers of get-rich-quick promises. That's far from true, the crop of bunco artists is never-ending, and the SEC can only scratch the surface of this shady business. The only really effective protection for investors is their refusal to fall for glittering bait dangled before them by fly-by-night stock salesmen and promoters.



Labor and the Farmer

Organized labor has always supported legislation and programs to protect and aid the farmers. How have they reciprocated? Here's the picture:

The National Farmers Union, which has about 700,000 members among the "family-size" working farmers, has fully cooperated with labor and is friendly to unions.

The National Grange, which has the middle-size membership among the three general farm organizations, in recent years has taken few stands on labor and has become pretty much a fraternal group.

The American Farm Bureau Federation, which is by far the largest farm organization, has been and is bitterly hostile to labor. At its recent annual convention, it adopted a long series of anti-labor resolutions which sound as though they were taken from the platforms of the National Association of Manufacturers and the U.S. Chamber of Commerce. That's not so surprising, because state and local chambers helped organize and finance the Farm Bureau when it was launched back in the early 1920s.

The Bureau's anti-labor resolutions are too numerous to list here. Among other actions, the Bureau at its convention went on record for the union-busting "right to work" laws, for a ban on industry-wide or area-wide bargaining, for harsher enforcement of the Taft-Hartley and Landrum-Griffin Acts, for new curbs on political activity by labor, for emasculation of minimum wage and child labor laws, and for numerous other measures to hamstring unions.

Cotton Named Grand Lodge Representative in Canada

EFFECTIVE JANUARY 1, Brother A. N. "Norm" Cotton was appointed grand lodge representative in Canada. President Jesse Clark, in announcing the decision of the Executive Council, pointed out that this new, or additional position was created by action of our Delegates in Convention during August.

Brother Cotton will establish his office somewhere in western Canada, but, according to a directive of the Executive Council, not east of Winnipeg, Man.

Cotton, who has served as full time general chairman in Canada since Jan. 1, 1957 has been a loyal member of Local 165 and has held various offices including those of local chairman, and assistant general chairman. He comes to his new job well recommended by those who have known him throughout his railroad career and years of service to the Brotherhood.

A. N. Cotton

Norm was born in 1909 and started railroading on a line construction gang for the Canadian National Railways communications department on July 2, 1928 where he worked until Sept. 1930. At that time, he was employed by the General Railway Signal Company who was then installing a signal system for the Toronto Terminal Railway Company in Toronto, Ont. He returned to work for the CNR signal department on April 22, 1937 and worked various positions on the Southern Ontario District until granted a leave of absence on January 1, 1957 when he was elected as full time general chairman.

For several years Brother Cotton has served our Brotherhood as legislative representative in the Province of Ontario. This position was recently abolished as our Executive Council concluded that the two grand lodge representatives in Canada could be assigned to perform legislative work in all of the provinces when the need arises and adequately cover the field.

The new Grand Lodge officer is married and has one son and a daughter. He is also the proud grandfather of 7 grandsons. We join his many friends in wishing him success in his new assignment.

IN THE LAST 10 YEARS OF writing columns many oddities of nature have been called to my attention. I recall a rainy, chilled December night when I was hauled out of the sack by a merciless pounding on my kitchen door. It was my old friend Mort Clavey who had to show me a doe he downed. The doe had antlers as big as a briar bush.

The following year, while pussyfootin' for a mule deer in the high country of eastern Oregon, I came across a fat, three-legged buck, apparently normal in other respects, normal enough to go sky-rocketing down a brushy draw after I missed a running head shot.

Several years later, while tramping the Salmon river country of Idaho, I ran across a game warden who was checking in a beaut of a buck that had previously been shot in the heart. The bullet was still in there, covered by scar tissue. That same year I checked out a black snow goose and a white crow.

An antler on a cow?

Then another old friend, Sam Burri, called me one morning and asked if I'd come over to his place and take a photo of a strange critter he downed—a Rocky Mountain elk with an odd looking, fur-covered unicorn-like antler covered with velvet and sporting a single tine. Old Sam figured he had downed a good-sized bull but in dressing out the animal, discovered to his embarrassment, that it was a cow—shot in an area where only bulls were legal game.

Fortunately for Sam, the game warden was an understanding soul and let him off the legal hook. Here is the photo I snapped of the cow that looked like a bull. Now, what's your story?

Brother Clifford S. Gray, now retired after 30 years with the Great Northern as signal maintainer, says he can recall the days while working at Cashmere, Washington when game birds were bountiful — plenty of geese, ducks, chinese pheasants, prairie chickens (pinnated grouse), and sage hens by the thousands. (Today, prairie chickens and sage hens are becoming very scarce. Hunting seasons are limited.)

From Washington Cliff migrated to Libby, Montana where be bought himself a good rifle and went out for big game, such as deer and elk. After two years at Libby, he moved to Summit where he hunted big game for six years in his off-hours from the job.

Clifford moved again, this time back to the prairie at Chester where the summer nights were as hot as grandma's bake oven on Christmas and the winds blew 60 m.p.h. at 60 below zero in the winter. When the winds died down and the weather moderated, Cliff was out again working his shootin' iron in his spare time. In the summer, when the mornings and evenings were cool, he relaxed along the banks, angling in the fish-lush streams. Six years of this, Cliff recalls, thence to Leonia, Idaho where he worked for 11 years followed by a two year stay at Newport, Washington where he cashed in his workaday chips and retired to serious hunt and fish pursuits.

Here's a photo of Brother Gray taken minutes after he creeled a nice batch of rainbow trout from the west branch of the Priest River. Says Cliff: "These rainbow were built for speed and would sock my dry fly like a high-balling freight—head-on. After they felt the barb, they were in the air, more than the water."

Here's tying up some loose ends of tales of past hunts for outdoor-loving membership:

A. R. Page of Santa Rosa, New Mexico, a member of Local 182, gives credit where credit is due. He recalls that his partner contributed equal effort during the pheasant hunting along the Pecos River out of Santa Rosa. Who was his partner? Why it was "Old Bullet," the greatest pheasant-flushing dog that ever kicked up a wary ringneck.

While on the subject of the Pecos River, we're reminded that the record for German Brown Trout in these columns is the 22-inch specimen that Junior Sparks took from this river. Junior's dad is a signal maintainer on the Santa Fe RR and a member of the B. of R. S. He nipped his finny prize in a stretch of the Pecos about two miles from their home in Rowe, New Mexico. He employed a spinning rig that his dad taught him to manipulate.

E. S. Macholz of Joliet, Illinois, a member of Local 97 says his daughter will have an understanding

Cliff Gray and Rainbows

heart about hunters and fishermen. He takes her with him on his outdoor junkets whenever possible. Ed and his daughter have taken some nice walleyes and black bass from the Kankaka River near Wilmington, Illinois.

Mac Barber of Bushnell, Florida, a member of Local 105 for many years, retained a good philosophy on scattergunning. He contended: "If you want to get the most out of your scattergunning, take a youngster along." Mac, and Bobby Morris —also of Bushnell, have taken as many as 15 species of waterfowl and upland game birds in the area around Lake Pannesottkee and the Withalacouchee River.

R. J. Heinle, Sr. of Pembine, Wisconsin, a member of the B. of R. S. since 1917, now retired and an honorary member of Local 103, never lets the weather interfere with his angling pleasure. Fishing through the ice at Smith's Lake, he yanked ten frosty pike, ranging from 20 to 24 inches, from the frigid waters.

Members of our Brotherhood and members of their families can earn a full spool of SCOTCH fishing line. Send a clear snapshot of a fishing or hunting scene and add a few words explaining what the photo is all about, to: Fred Goetz, Dept. SJLI, 0216 S.W. Iowa, Portland, Oregon 97201. Please mention your Local number. Retired members are eligible.

The frightening experience of being lost in the woods is one that cannot be minimized. That is except by Daniel Boone, one of our pioneer greats. When asked if he had ever been lost, Daniel one time replied: "Nope, can't say that I have but I'll admit I've been confused for two or three days at a time."

A word of solace to the good wife of a hunter: Don't become alarmed or suspicious if he calls out in his troubled sleep for "Betsy." "Betsy" ain't a woman, ma'am, she's a gun.

A good trick to use if you're in an area that is populated with winged scavengers, like magpies, is to hand strips of paper tissue on your deer or elk hunting carcass.

The slightest breeze will rustle the flimsy tissue and scare away the birds. But don't try and get away with this trick for more than a day, 'cause the birds will usually gather enough courage after a spell and attack the carcass.

Nebraska Labor Shows Way To Beat a Union Buster

AN IMPORTANT BATTLE affecting all of organized labor in Nebraska has been won by an embattled labor Union Local with a major assist from Nebraska members of other labor organizations.

A resounding defeat was suffered by the Midwest Employers' Council, an anti-labor consulting service which specializes in hard-nosed bargaining and union-busting.

The victim in Falls City, Nebraska turned out to be the MEC's client, however, and not the union which it had marked for destruction. As a result, six companies have withdrawn from the MEC and organized labor in the Nebraska area is breathing a little bit easier.

The client was the Frontier Trailer Homes Co., which took heavy money losses in a 6-month strike and still found itself on the losing side of a labor board order reinstating 20 workers with back pay. The company has now signed a new two-year contract.

Last May, when 20 workers were laid off out of seniority turn, 143 members of the union were forced on strike. Their contract had expired the previous December and negotiation, directed for the company by the MEC, were dragged out inconclusively. The layoff was clearly a company move to smash the union.

Rallies by Nebraska state AFL-CIO secretary Nels Peterson, labor organizations throughout the state came to the assistance of the strikers with cash and encouragement.

Inter-union solidarity was climaxed recently by a 100-car motorcade through town by delegations from areas throughout the state. Among gifts brought to the strikers by the motorcade was $1800 in cash. After the parade through town, the 400 visiting unionists gathered at the Armory for a buffet luncheon served by members of a union in a local food products plant in Falls City.

It was reported that after the company provoked the strike it hired replacement strikebreakers. Teen age children of business people scabbed in the plant during the summer months.

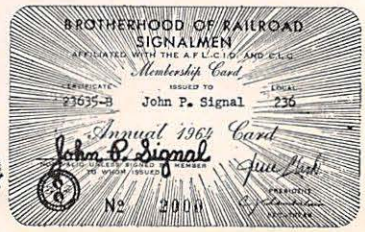
The sheriff arrested pickets at the slightest excuse, even for calling a scab a scab. The local newspaper and the chamber of commerce applied pressure on the strikers. Only 7 went back to work. Of these, four returned to the picket line.

Soon after the Labor Board ruled that the company had laid the workers off illegally, the company laid off the scabs and offered to bargain. All employes are now returned to work and charges are dropped. The Nebraska labor commissioner ruled that all strikers were entitled to unemployment compensation from August 9th until their return to work.

Don't Sweat it Out, Purchase a Yearly Card

Yearly Cards Available Until March 31

You can't lose if you purchase a Yearly Card because dues paid in advance will be returned if the member becomes eligible for refund due to sickness, furlough, or termination of service. Send for yours now. Dues for the first quarter must be paid on or before January 31.



Theory and Use of Test Equipment

D-C Ammeters and Voltmeters

Construction and Operation of Moving-Coil Meters

D'Arsonval Movement. The meter most commonly used in signal, radio and electrical work is the moving-coil meter, preferred because of its accuracy, ruggedness, and linear scale. In 1882, Dr. Edward Weston modified the design considerably to make the meter easily portable. The basic movement still is referred to as the d'Arsonval movement.

Construction

• The moving-coil meter uses a horseshoe permanent magnet with soft-iron, semicircular pole pieces added to its ends (fig. 1). The magnet has a strong nonuniform magnetic field between the pole pieces that is not suitable for meter operation. A circular soft-iron core inserted between the pole pieces, however, results in a strong, uniform magnetic field in the spaces, and also helps the permanent magnet to retain its magnetism by acting as a keeper.

• The moving coil consists of several turns of fine wire wound on a rectangular aluminum frame (fig. 2). Because the coil must be light and able to swing freely, only a limited number of turns can be placed on the frame. The fine wire allows the coil to carry only a small amount of current and this amount varies with different models. Very little current is necessary to cause a full-scale deflection of the needle.

• The coil assembly is mounted in the air space between the pole pieces of the permanent magnet and the soft-iron core. Hardened-steel pivots are attached to the frame at the points where the springs are located, and the pivots fit into jeweled bearings, allowing the coil to turn with a minimum of friction (fig. 3). The indicating needle is attached to the coil assembly, swinging with it, and tiny counterweights are used to balance the assembly on its pivots. The two ends of the coil are connected to two springs, one on each side of the aluminum frame. The other ends of these springs go to the external circuit, from which current is fed to the coil. A screw on the front of the movement zero-adjusts the pointer to zero-scale reading for zero current (fig.4).

Basic Operating Systems

The moving-coil meter includes three basic systems in its overall operation:

• Motor system. The pointer must indicate the amount of current passing through the meter. This is accomplished by the motor system. When dc passes through the coil, the coil becomes magnetized, and is repelled by the permanent magnet. The pointer, swinging with the coil, registers a reading on the scale according to the amount of current flowing through the coil. The greater the current, the stronger the magnetic field around the coil, the greater the repulsion, and the farther the coil and pointer move. When current passes through the coil in the opposite direction, an opposite magnetic field is set up and the coil is repelled in the opposite direction. The needle moves backward, hitting against the left retaining pin instead of moving to the right across the scale. Current, therefore, must be applied to the meter with the correct polarity so that the coil will turn the needle in the right direction. The needle cannot swing off-scale on the extreme right because of the right retaining pin.

• Control system. The pointer must indicate accurately the amount of current passing through the coil and return to 0 when the meter is removed from the circuit. These two operations are governed by the control system. The springs connected to the coil furnish the control action in the meter because:

(a) They regulate the amount of rotating action by the coil. For this reason they must be made with precision if the meter is to register acccurately.

(b) They bring the coil and needle back to the 0 position when current through the coil stops flowing.

(c) They conduct current to and from the coil.

(d) They are oppositely wound to compensate for temperature changes. When current flows and the coil turns, one spring tightens as the other loosens. When the meter is removed from the external circuit, current through the coil stops flowing. Both springs return to their normal position, bringing the coil back to the 0 point. It is not necessary to wind springs in opposite directions to bring the coil back to 0. The advantage of oppositely wound springs lies in their compensating action when the temperature changes. A change of temperature causes the springs either to contract or expand. If both springs contract (or both expand), one spring tries to move the coil in one direction; the other, oppositely wound, tries to move it in the other direction. Because they are matched springs, their actions cancel and the needle remains at the 0 position. This makes it unnecessary to zero-set the meter every time there is a change of temperature. The springs usually are made of nonmagnetic phosphor bronze, and have a low resistance to current flow. Since the springs are good conductors, they are used to carry the current from the coil assembly to the external connections of the meter. Moving-coil meters have a zero-adjust screw which physically moves one spring (fig. 4) and varies the position of the coil and

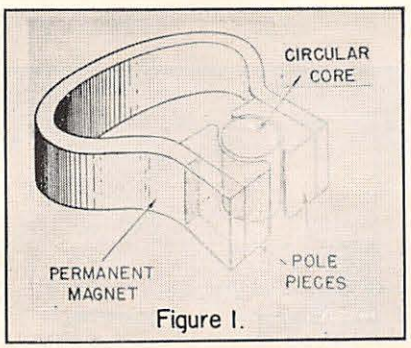


Figure 1.

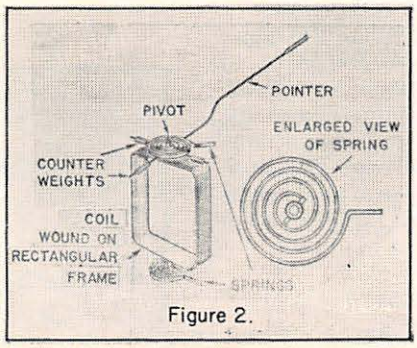


Figure 2.

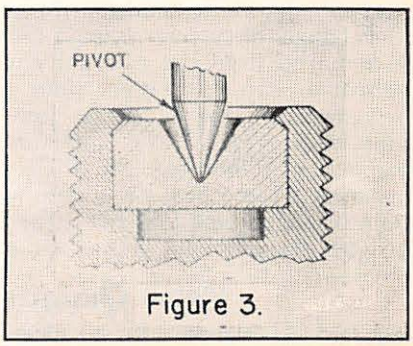


Figure 3.

Component units of moving-coil meter movement

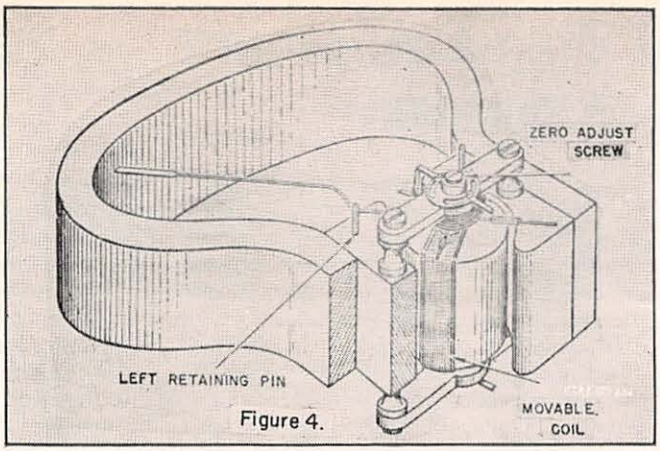


Figure 4.

needle to some extent. If the needle is not on 0 when there is no current flowing through the meter, it should be zero-set by adjusting this screw before any readings are taken.

• Damping system. The needle must come to rest quickly at the correct point without vibrating. The method used to accomplish this is called damping. The damping system varies with different types of meters.

(a) Damping action. The object of damping is to get quick, correct indications from the pointer without having it swing back and forth before coming to rest. Damping is the equivalent of braking action on the needle swing. In the moving-coil meter, damping usually is accomplished by the aluminum frame on which the coil is wound. When the coil moves to register current flow, the aluminum frame itself acts like a one-turn coil. This frame cuts across the magnetic lines of force from the permanent magnet and a voltage is induced in it. Large eddy currents flow through the frame and set up a magnetic field around it which opposes the magnetic field of the permanent magnet. The braking action which results slows the movement of the coil. As soon as the coil comes to rest, no further voltage is induced in the aluminum frame, and eddy currents no longer flow. When the coil returns to the zero position, the same process takes place in the aluminum frame. Briefly, eddy currents induced in the frame create a magnetic field that opposes the field of the permanent magnet and tends to oppose or brake the action of the springs in returning the coil to zero.

(b) Ammeter damping. A low-value resistance called a shunt is placed in parallel with the meter movement when it is to be used as an ammeter. Since the shunt parallels the meter movement, the current flows through both the meter coil and the shunt. When the coil starts to turn, the counter emf generated in it bucks the original current, and acts to cut it down until the coil stops moving. The counter emf gradually decreases and the current through the coil gradually increases toward its normal value until the coil comes to rest. The current through the shunt momentarily varies to compensate for the changes of current through the coil. When the meter is removed from the external circuit, the coil starts to return to zero, cutting the lines of force, and a voltage is generated across it. Since there is a shunt across the coil which closes the circuit through it, current flows momentarily from one end of the coil through the shunt to the other end of the coil and back again. This results in a magnetic field that bucks the field of the permanent magnet and acts as a brake on the return motion.

Meter Characteristics

Internal Resistance. Every meter coil has a definite amount of d-c internal resistance which depends on the number of turns on the coil and on the size of the wire used. When more windings are placed on the coil, a smaller amount of current is necessary to create a magnetic field strong enough to deflect the coil full scale.

Sensitivity of Meter Movement

Meter sensitivity can be defined in two ways—as the amount of current necessary for full-scale deflection and as the ohms per volt. The amount of current necessary for full-scale deflection depends on the number of turns on the coil. When more turns are added, a stronger magnetic field is created and a smaller amount of current is necessary for full-scale deflection. Sensitivities vary from 5 microamperes to approximately 50 milliamperes and the smaller the amount of current necessary for full-scale deflection of the meter, the greater the sensitivity. The sensitivity in ohms per volt is determined by the amount of resistance that must be placed in series with the meter to cause full-scale deflection when 1 volt is applied. The more resistance placed in series with the meter, the greater the sensitivity in ohms per volt. Internal resistance may vary from a fraction of an ohm to several hundred ohms, but is usually small enough to be disregarded. Sensitivity and internal resistance are characteristics of the meter movement itself. They cannot be altered unless the construction of the movement is changed.

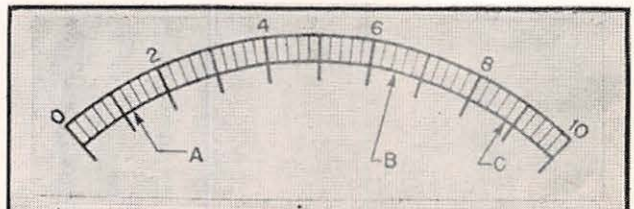
Accuracy

• Moving-coil meters made for laboratory use have a very high accuracy (.1 of 1 percent), and some semiprecision meters are accurate to .5 of 1 percent. The accuracy of meters for general use, however, is within 2 percent. The accuracy percentage refers only to full-scale readings on any range. For example, a meter is rated as being accurate within 2 percent on the 500-volt range. At full-scale deflection, the reading will be accurate within 2 percent, or within plus or minus 10 volts. Actually, if a lower voltage is read on that scale, and is 10 volts off, the inaccuracy becomes greater than 2 percent. The smaller the reading, the greater will be the percentage of inaccuracy. Most meters, however, give a greater degree of accuracy along the scale than is guaranteed. It should be remembered that the accuracy of voltage and current readings on moving-coil meters tends to be greater when the readings are taken closer to full-scale deflection.

• When a meter is inserted in a circuit, an interesting point sometimes arises in connection with the meter accuracy. Inaccurate readings result because circuit operation has been changed and not because the meter is registering incorrectly.

Scale

Most moving-coil meters used for d-c measurements have a linear scale with equal spaces between numbers, similar to the one shown in figure 5. The amount of deflection is directly proportional to the amount of current through the coil, and when the rated current flows through the meter the pointer deflection is full scale. When half the rated current flows through the coil, the



Linear scale used in moving-coil meters for direct current measurements
Figure 5.

pointer deflection is half-scale, and so on. For example, point A on the scale corresponds to a reading of 1.2, point B reads 6.5, and point C, 8.8.

Extending Range of Meter Movements

In radio or electrical work the meter must be capable of measuring d-c voltages ranging from a fraction of a volt to 500 volts or higher. Direct-current measurements ranging from a fraction of a milliampere to 1 ampere or more and several ranges of resistance measurement are necessary. Unless individual meters for each range are to be used, some provision must be made to modify the meter circuits so that only one meter is necessary.

Attempting to measure currents higher than the sensitivity rating of the meter movement being used causes too much current to flow through the meter, with resultant damage. Since there is too much current through the coil, the needle turns past full-scale deflection, hitting the right retarding pin, and this current overload can result in a bent needle, a burnt coil, or both. For example, assume that a 1-ma meter movement with an internal resistance of 27 ohms is placed across 1 volt. Only 1 ma is necessary to cause the needle to make a full-scale deflection. According to Ohm's law, the current flow through this movement when placed across 1 volt would be:

$$I = \frac{E}{R} = \frac{1}{27} = .037 \text{ ampere or } 37 \text{ ma.}$$

A current of 37 ma is flowing through a meter movement which is designed to deflect full scale when 1 ma passes through it.

The external circuit of the meter must be modified before it can be used to measure the range of voltages and currents found in radio and electrical circuits. To use the movement as a voltmeter, a high resistance (multiplier resistor) is added in series with the meter movement. This reduces the current to an amount the meter can handle safely, even though it is placed across a high voltage. To use the movement as an ammeter, a low resistance is placed in parallel with the movement to provide another path for the current. Part of the current flow in the circuit is bypassed by the parallel resistor, and a small portion of the circuit current flows through the meter movement. This small current can be handled without injury to the meter.

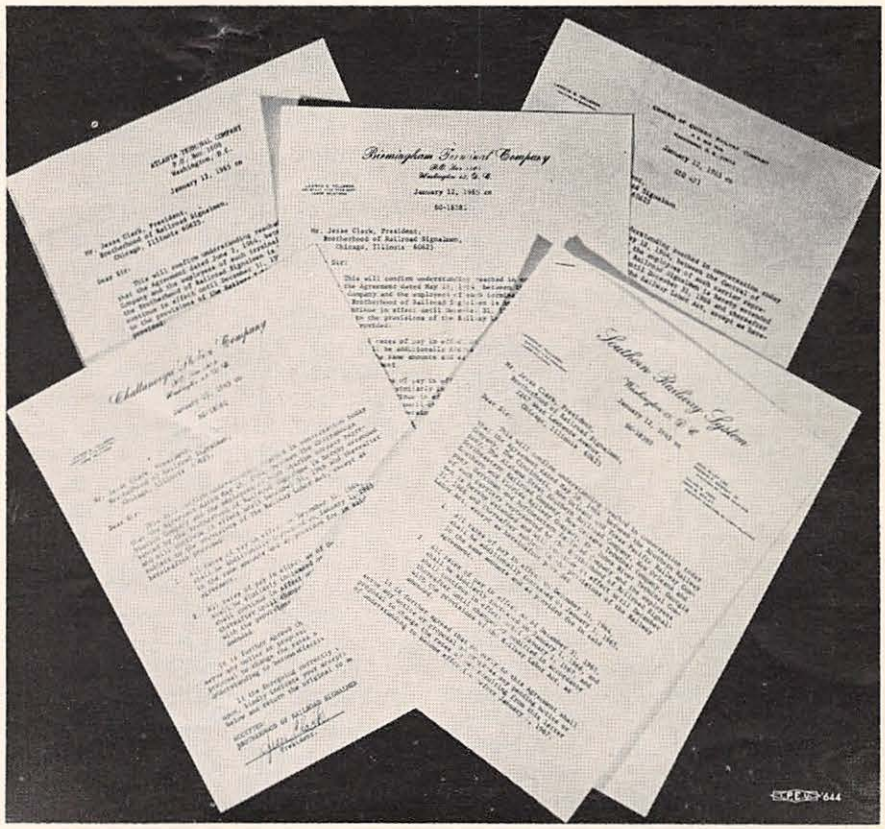
The rules, then, for modifying the external meter circuit are:

- For use as a voltmeter, place a high resistance in series with the meter movement.
- For use as an ammeter, place a low resistance in shunt (parallel) with the meter.

Source: Department of the Army Technical Manual 11-664, and Department of the Air Force Technical Order 16-1-256.

For sale by the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C.

Southern System and Subsidiaries Grant Increases to Signalmen



On January 12 our Brotherhood reached an understanding with the Southern Railway System continuing our May 18, 1964 agreement with that carrier in effect until December 31, 1966.

A letter of understanding, signed by the parties, provides for 10 cents an hour increase in all rates of pay for signalmen, maintainers, and others occupying generally recognized mechanics' or higher rated positions. Those occupying positions in the assistant or helper classes will receive a 6 cents an hour increase. These increases were effective January 1.

It was further provided that similar increases of 10 and 6 cents an hour will be granted on January 1, 1966 and remain in effect until changed or modified in accordance with the provisions of the Railway Labor Act, as amended.

A moratorium provision in the understanding provides that "no party to this agreement shall serve any notice or proposal, or progress any pending notice or proposal to change the rates of pay resulting from this letter of understanding to become effective before January 1, 1967."

Signal employes of the following railroads are covered by this understanding: Southern; Cincinnati, New Orleans & Texas Pacific; Alabama Great Southern; New Orleans Terminal; Georgia Southern & Florida; St. John's River Terminal; Harriman & Northeastern; Central of Georgia; Chattanooga Station; Birmingham Terminal; and the Atlanta Terminal.

1966 a Pivotal Year--Give Your COPE Dollar Now

Editor's Note: This is another of the monthly reports prepared by the AFL-CIO Committee on Political Education for publication in The Signalman's Journal.

For almost a year now, you've been taking home and extra 7½ cents an hour as a result of the tax cut of 1964. That adds up to a good piece of change in anybody's book.

You know what helped make it possible? Your COPE dollar, the buck you gave to the AFL-CIO Committee on Political Education.

Here's how.

Your dollar joined others voluntarily contributed by union members. Together, they helped elect liberal candidates to the U.S. House of Representatives and U.S. Senate. And the overwhelming majority of these COPE-supported candidates voted to cut your taxes, to give you more spending money.

The total cut will add up to 7½ cents an hour more in take-home pay for you and your family.

So, you can look upon your COPE dollar as an investment, an investment that pays dividends.

Of course, there's more to be done, much more. And this means more COPE dollars will be needed.

For example, pivotal congressional elections are coming up in 1966. These could be make-or-break for Great Society programs.

Traditionally, off-year congressional elections bring a sharp drop-off in House and Senate seats held by the party in control of the White House.

Because many liberals captured seats in normally conservative districts as a result of President Johnson's sweep in 1964, the threat of such losses will be doubly dangerous in 1966.

The conservative forces know this, too. The political arm of the National Association of Manufacturers has launched its fund and organization drive and already has announced it will zero in on 102 marginal House seats in 1966, most of them now held by liberals.

Also, the medical associations's political action arm, AMPAC, has sent out this call to doctors: "The time has come to begin work for tomorrow."

So the conservatives will be busy between now and November, 1966. They mean to bring about the biggest off-year party switch in history.

Would you rather fight, or switch?

You can fight, and you can start now by contributing your dollar to COPE.

As was pointed out earlier, the tax cut was helped along by your COPE dollar, but there's more to be done.

Other programs are urgent: good jobs for all at decent wages, more security for the elderly, better schools and growing opportunity for your children, good housing for all Americans, programs for peace.

These things don't just happen. They come about only when enough men and women in Congress are willing to vote for them. One way to assure a good Congress is to give your dollar to COPE. Give in 1965 to help build a solid back-log of funds for good candidates in 1966.

It's an investment—the best investment you could make.

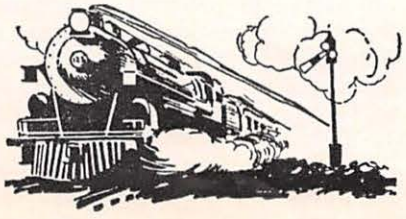
Squeakers Prove One Vote Counts

It's been proved as often as it's been said: One vote counts!

While everyone's eyes were on President Johnson's landslide election as results poured in November 3, scores of races — for the U. S. House, U. S. Senate and governor's seats—were being decided by a relative handful of votes.

In 63 contests, the winner emerged with 52 percent or less of the total vote. In all, 495 contests were held, so it works out to a ratio of one in eight where a razor-thin margin decided the outcome.

Seven of these were Senate races, and they were real squeakers. In Nevada, liberal Sen. Howard Cannon (D.) held his post with a bare 50.1 percent of the vote. The outcome is subject to recount. In Ohio, pro-labor Sen. Steve Young (D.) withstood the challenge of Robert Taft Jr., capturing 50.2 percent of the total vote. And in Oklahoma, Fred Harris (D.) scored against former Oklahoma University football coach Bud Wilkinson to win with 51.1 percent.



In Pennsylvania, incumbent Sen. Hugh Scott (R.) regained his seat with 50.6 percent of the vote, defeating liberal Genevieve Blatt.

In three other Senate races, extreme conservatives won out over liberals. Delaware Sen. John J. Williams (R.) was returned for a fourth term, notching 51.7 percent of the vote. In California, President Kennedy's former press secretary Pierre Salinger, was defeated by ex-movie star George Murphy who won 51.3 percent of the vote. The same margin put Goldwater friend and supporter Paul Fannin into the Senate from Arizona.

In governor's races, 6 contests were decided by less than 52 percent of the total vote. In the closest of them, John Volpe (R.) won in Massachusetts with 50.5 percent. Volpe knows how much one vote counts. He was governor of the Bay State from 1960 to 1962. He lost two years ago to Endicott Peabody by 50.1 percent of the vote.

Liberal Gov. John Reynolds (D.) of Wisconsin was nosed out by 50.7, but in neighboring Illinois Gov. Otto Kerner (D.), with 51.9 percent, defeated Charles Percy's bid for national recognition as a possible GOP presidential nominee in 1968.

In Montana, extreme conservative Gov. Tim Babcock (R.) retained his job with 51.3 percent, and in South Dakota another incumbent conservative, Gov. Nils Boe, held on by the fingernails with 51.5 percent. In Delaware Charles Terry won with 51.4 percent.

Fifty House contests fell into the 52 percent or less category.

The closest of them came in New York's 30th District where incumbent reactionary Carleton King (R.) was reelected with only 50.03 percent of the vote. He won by just 148 votes out of nearly 200,000 votes cast.

Julius R. Lippman of New Hyde Park, N.Y., strode into the voting booth November 3 and pulled a lever to vote.

His one vote counted.

It helped elect Julius R. Lippman of New Hyde Park, N. Y. judge of the Third District Court.

That's right. Lippman won by just one vote out of 106,641 votes cast for the office, 53,371 to 53,370.

news from Canada

Canadian Railway Labour Executives' Association Formed New Unit Will Take Sole Jurisdiction and Authority Over Handling of Brotherhoods' Legislative Affairs in Canada

THE RAILWAY LABOR EXECUTIVES' Association, representing Standard Railway Labor Organizations in the United States, pledged its support to a newly formed autonomous Canadian Railway Labour Executives' Association comprised of the executives of the international railway unions in Canada.

Announcement of the formation of the new Canadian counterpart of the U.S. RLEA was made in Canada jointly by A. R. Gibbons, Secretary of the National Legislative Committee of the railway unions (composed of the so-called "operating railway unions and several non-operating unions), and F. H. Hall, Chairman of the negotiating committee of the non-operating railroad workers in Canada. They said that, by this step, the Canadian union executives were setting up an organization similar to the RLEA in the United States for the purpose of exercising sole jurisdiction over the handling of all legislative matters affecting the membership of the railroad unions in Canada.

"Actually," Gibbons and Hall said in their announcement, "this only formalizes what has been the situation for some time, but it draws the operating and non-operating unions of Canada closer together so that they will speak with one voice in matters of interest and concern to their members."

Organization's Future Plans

"Early opportunity will be taken to examine the situation regarding wage negotiations, with a view to effecting all possible measures of coordination."

"A Constitution governing the operations of the joint body, has been formally adopted by the Canadian railway unions and officers are expected to be elected in the near future," the announcement said.

"Also under consideration are research facilities supplementing those presently maintained by the non-operating unions. This also applies to public relations.

The Canadian Railway Labour Executives' Association will represent and speak for some 110,000 employes including the members of our Brotherhood.

The RLEA in the United States has expressed a desire to do anything it may be called upon to do to make the newly formed autonomous association a success.

New Flag For Canada—By a vote of 163 to 78 in the House of Commons and 38 to 23 in the Senate, Canada's Parliament approved what Liberal Prime Minister Lester Pearson called a flag for all Canadians. The new Flag was approved by Queen Elizabeth on December 24, 1964.

Agreement for Five Non-Ops Based on Attrition

Shortly before *Journal* press time Railroads represented by the National Railway Labor Conference agreed to an "attrition" form of job protection for approximately 300,000 non-operating employes, including members of our Brotherhood.

Signing of the agreement took place after months of hard bargaining by five Brotherhoods. Top negotiators and their organizations are: Presidents Jesse Clark, BofRS; C. L. Dennis, Railway Clerks; H. C. Crotty, Bof MWE; G. E. Leighty, Telegraphers; and Vice President Richard Smith of the Hotel and Restaurant Employes.

Carrier negotiators were led by J. E. "Doc" Wolfe, however, during the last several days of conferences the committee functioned with a revolving chairmanship. Mr. Wolfe was confined to a Chicago Hospital for treatment.

President Clark pointed out key principles of the new agreement and explained that employes in the crafts covered who were actively employed by the railroad on October 1, 1964 and had at least two years seniority are protected under the agreement.

Career employes who meet the above qualifications, Clark said, are guaranteed full-time work or equivalent payments. Separate provisions apply to seasonal employes, extra board employes and furloughed employes holding themselves available for immediate call. The agreement also has further important protective benefits for employes.

"In other words," Clark explained, "members with two years or more of service could not be laid off, but, their jobs could be eliminated by attrition—left unfilled when an employe dies, retires, quits, or is discharged for cause."

President Clark warned members against trying to figure out how the new arrangement will apply until full details are available. The new agreement will be reproduced in full in the March issue of *The Signalman's Journal.*

The move for job security was a part of demands filed on May 31, 1963 as follows:

- Reduction of number of employes in any job classification only by attrition and not to exceed 2 percent each year.
- Ninety days' advance notice of changes effecting employes.
- No contracting of work except by agreement between the carrier and the organization.
- Any employe adversely affected by a job abolition or other changes to be made whole for all adverse effects to him or to his family.
- Severence pay or supplementary retirement allowance for employes affected by transfer of position or location and who elect not to transfer or move.

Instead of giving consideration to a reasonable program for stabilizing employment as we proposed, President Clark explained, the carriers made counterproposals for rules changes that would have the effect of further increasing instability of employment.

A Presidential Emergency Board last October 20 recommended a settlement based on protective benefits similar to those in the Washington Job Protection Agreement of 1936, for laid-off or adversely affected members of the cooperating Brotherhoods. Leaders, however, figured that the attrition approach—based on job guarantees for those now in the industry would best meet the employes' needs. The Carriers had, early in the negotiations, expressed an interest in the attrition type of agreement but later indicated reluctance to sign an acceptable agreement on either basis.

National Mediation Board member Francis A. O'Neill, Jr., had tried unsuccessfully for many weeks to bring about a settlement and, after repeated delays by the carriers the organizations issued strike alert instructions to General Committee and Local officers. O'Neill continued his efforts to obtain a settlement of the dispute and was joined by Labor Secretary W. Willard Wirtz. President Clark commended both Wirtz and O'Neill for their untiring efforts and invaluable service.

The first break in the long dispute came January 30, after a long session in the offices of the Labor Secretary, when key principles were worked out providing guaranteed protection for career workers. Agreement was announced and Wirtz described it as "an extremely important step." He added: "this marks the establishment of attrition as a basic principle of labor relations in this industry." He described it as "recognizing the equity a man builds up in his job."

Further bargaining sessions were necessary to hammer out the details, however, at 8 p.m. February 7, word was received that the agreement had been signed settling the issue of Job security for signalmen and other cooperating non-ops.

Heart Association's Annual Report Says Heart Attack, Stroke Risk Can Be Reduced

It is now possible to reduce the risk of heart attacks and strokes, says the American Heart Association in its 1964 annual report, published recently. Citing a half-dozen safeguards the individual can take to protect his heart, the report credits long-term population studies with having pinpointed factors that raise susceptibility to these diseases.

The report names high fat diets and cigarette smoking as risk factors singled out for special attention in the Association's broad campaign directed both to the public and the medical profession last year.

All Americans—not only those who are overweight or who have a history of high levels of blood fats or blood pressure or a family background of cardiovascular disease—were urged in 1964 to reduce consumption of animal fat and to substitute vegetable oils or other polyunsaturated fats in their diet, according to the report. The Association based this recommendation on world-wide data indicating a relationship between the amount and type of fat consumed, the average cholesterol levels found in a population and the incidence of coronary disease, "even though final proof is not yet in hand that dietary changes will prevent heart attacks or strokes."

In stepping up its campaign against cigarette smoking, the Heart Association noted that at least 100,000 premature deaths occur in the United States each year from heart disease associated with cigarette smoking. Following publication of the report of the Surgeon-General's Advisory Committee on Smoking and Health in January, 1964, the AHA joined forces with other health and educational agencies to form the National Interagency Council on Smoking and Health.

An "aggressive approach" to the prevention of strokes was continued in 1964, the report says, citing cooperative efforts with other professional, voluntary and governmental agencies to mount a comprehensive program toward this end. Gains already achieved on the stroke front are reflected, according to the report, in a 26 percent drop in the death rate from stroke among middle-aged men (aged 45-64) between 1950 and 1962.

The 1964 annual report is an anniversary edition, commemorating "The Forty Year War on Heart Disease" dating from the incorporation of the American Heart Association in 1924.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Wabash

DECATUR, ILL. (55). There were 14 members present at our January meeting held in Decatur. Retired Brothers Buck Alberts and Oscar Johansen were there to observe our Local in action and meet old friends.

We should bring our Brotherhood problems and grievances to these meetings where they can be discussed and a proper course of action planned. Of course, we do not always agree on the solution, however, we can handle the matters in a democratic way. "Come, let us all reason together—" Isaiah.

With the gangs: Brother V. G. Shonkwiler's gang is at New Haven, Indiana; J. E. Lawrence's gang is at Hannibal, Missouri; and P. E. Dawson's gang is at Decatur.

With the testmen: F. G. Bartley is at Manhattan, Illinois; R. E. Pettus is at St. Louis, Missouri; J. E. Bartley is at Kansas City, Missouri; J. W. Sharp is at Fort Wayne, Indiana; and H. E. Martin is working west of Peru, Indiana.

Brothers Phil Bettendorf and Julius Gill are still off work. We wish them a speedy recovery and hope they will soon return to their jobs. J.F.P.

Illinois Central

FREEPORT, ILL. (29). Our regular quarterly meeting was held January 2, at East Dubuque, Ill. The consolidation of Locals 29 and 195 was accomplished at that time.

The following brothers were in attendance; R. B. Ames, W. F. LaMour, W. C. Kroll, M. E. Hunt, D. H. Lattner, R. E. Rosenthal, Fred Kollman and General Chairman LeRoy Harley.

An election of officers was conducted and the following brothers were elected to serve in office until our next regular election in October of 1966: Chief Signalman, J. M. Jackoniski; 1st Vice Chief, W. C. Kroll; 2nd Vice Chief, A. J. Louder; Secretary-Treasurer, R. D. White; Lever, W. F. LaMour; Chaplain, R. B. Ames; Outside Semaphore, R. E. Rosenthal; Iowa Division, West, Grievance Committee — R. R. Tracy, Chairman, C. W. Robinson and A. J. Louder; Iowa Division, East, Grievance Committee — D. H. Lattner, Chairman, L. D. Duggan and J. M. Jackoniski; Board of Trustees—W. F. LaMour, J. M. Jackoniski and Fred Kollman.

Dues were increased to $18.50 per quarter effective the 1st quarter of 1965.

Our next regular meeting will be held April 3 at East Dubuque and it is hoped more members will atend.

R. D. White

New York Central—LW

CHARLESTON, ILL. (15). At the regular meeting of our Local held on December 12, Brother Richard Hartsock was elected Local Chairman, Indiana Division. This vacancy was created account of Brother R. T. McGill resigning to become our General Chairman. Mr. Hartsock's address is 709 S. Western Avenue, Marion, Indiana.

Our System Committee recently requested additional funds from each Local. We had anticipated such a request and raised dues at our October meeting to an amount we assumed would be enough to meet this request. However, the System Committee's raise was much more severe than we had anticipated and we found that we would not have the necessary funds to pay our own expenses. Therefore, it became necessary to raise dues again.

Our dues will be $18 per quarter, per member, effective April 1.

Our next meeting will be held February 13. Please attend.

F. D. Pollard

B&O—SIRT—WM

CONNELLSVILLE, PA. (31). Western Maryland hearings on the application of the B&O-C&O to control the Western Maryland resumed in Washington, D. C. on January 25. This application, if approved, would permit the railroad to abandon certain portions of the Western Maryland. The end result could be the loss of numerous positions in the Hagerstown, Cumberland, Elkins, and Myersdale areas.

General Chairman H. C. Guscott reported that all General Chairmen on the property are uniting to combat the granting of control to the B&O-C&O. In the event control is granted, liberal protective conditions will be requested for the employes whose positions are abolished.

Western Maryland: Brother V. B. Kerchner, our maintainer at Emory Grove, Md., was injured last November 25. While he was cleaning batteries, an accumulation of gases exploded. He was hospitalized for a short time and is now recovering at his home.

B&O: Local Chairman R. E. Maust, headquartered at the Cumberland signal shop, has been hospitalized due to a digestive disturbance. We hope that he recovers shortly and will be able to return to work. Dale Leonard

Pennsylvania

PHILADELPHIA, PA. (18). Our first meeting of 1965 was held Jan. 8 at the American Legion Home, 3300 Market St. in Philadelphia, Pa.

Signalmen Drew $1.3 Million in Railroad Unemployment and Sickness Benefits in 1963-64

Employees who work in occupations represented by the Brotherhood of Railroad Signalmen received more than $730,000 in unemployment benefits under the Railroad Unemployment Insurance Act during the benefit year which ran from July 1, 1963, through June 30, 1964, according to the Railroad Retirement Board. Some 1,100 of them were paid benefits averaging $684.

Also, during 1963-64, 1,300 employes in these occupations were paid sickness benefits under the same law. They received $484, on the average, and their benefits totaled $610,000.

The Board pointed out that 152,000 unemployment beneficiaries and 114,000 sickness beneficiaries from the ranks of the Nation's railroad workers drew $87 million and $47 million, respectively, for unemployment or sickness that occurred in 1963-64.

The meeting was called to order by Chief Signalman Dworanczyk. Local Chairman John Brennan read communications and reported on other items of interest.

James Brennan, our Recording Secretary, was absent. We regret that he was unable to be present as he is always on hand and misses few meetings.

Our entertainment committee is making arrangements for a banquet to be held sometime during 1965. You will be notified of the date and place when arrangements are completed.

Brother Cyril Hill is home with a cast on his foot due to an accident at Zoo interlocking. The gang misses you, Cy. For those of you who might want to visit him or send a card, his address is 37 Birch Ave., Westville, New Jersey.

Brother Charles Ashton's son-in-law passed away suddenly and we extend our deepest sympathy to members of the family. We also offer our sincere condolences to Brother Bill Kissel and family on the passing of Mrs. Kissel.

The plumber installed a heater unit in Zoo Tower for water for domestic purposes three months ago but there is no hot water. We are now waiting for electricians to furnish power to the heating element.

Our next meeting will be held February 12, 1965. Please attend.

TREBOR ROLYAT

Baltimore & Ohio

DAYTON, OHIO (94). Brother W. R. Murray is taking a vacation and leave of absence in Florida due to the illness of his wife. The doctor has recommended she spend the winter in a warmer climate. They expect to return to Greenwich, Ohio about March 1.

Brother C. E. Hamlin, maintainer, also from Greenwich, Ohio returned from a Florida vacation on December 14. When he left there the preceding Saturday, the temperature was eighty-five degrees and on the day of his return when he talked to General Chairman H. C. Guscott, the temperature was fifteen degrees, winds — thirty m.p.h., nuff said.

Accompanying photos show several members of the maintenance unit at "The Hump" in Willard, Ohio, as they performed regular maintenance work. General Chairman Guscott called on this unit during their lunch hour December 14 to explain the provisions of the November 20, 1964 agreement pertaining to improved vacations, paid holiday, life insurance for retired employes and the job stabilization plan now under negotiations.

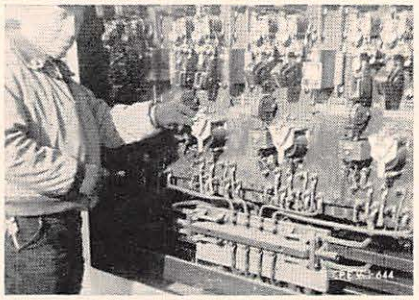
Our Local Chairman and Chief Signalman G. J. Erford, shown in the attached photo is the maintainer at North Baltimore, Ohio, Chicago Division.

Brother L. M. Burgher, Dayton Union, has returned home from the hospital once again for recovery. All photos were taken by H. C. Guscott.

G. F. HAMMOND

Local Chairman G. J. Erford, Local 94, maintainer at North Baltimore, Ohio is shown with the truck recently furnished for district maintenance.

Signal maintainer D. W. Miller, in foreground, and Assistant R. C. Morris are shown as they checked car retarder equipment.



Signal maintainer S. R. Culler is shown as he performed electric welding at the hump yard in Willard, Ohio.

Signal Foreman R. D. Shininger is shown as he inspected circuit breakers for retarder mechanisms.

Louisville & Nashville

HENDERSON, KY. (71). Our local held its regular quarterly meeting at the Imperial Cafe in Hopkins Co., Ky. There were 14 members present, namely: H. C. Sholon, Joe D. Pearson, J. A. Tanner, C. K. Keller, C. W. Vaughn, J. W. Cates, T. C. Jones, R. E. Brumfield, C. M. Wood, O. B. Ross, P. E. Shoke, L. T. Mayes, John L. Pearson, and Oscar Pearson. We were also honored with the presence of General Chairman J. T. Bass.

One of our retired brothers, former signal maintainer, A. J. Henning of Local 71 was present and Brother E. T. Kirk, a member of Local 176 attended as a visitor. He is presently working on the Evansville Division as signal tester.

The minutes of our previous meeting read by Recording Secretary J. W. Cates, were followed by the report of Financial Secretary O. B. Ross on delinquent members.

The floor was turned over to General Chairman Bass who reported on activities of our Local and the Brotherhood and discussed several items in the planning stage. We are always delighted to have our General Chairman for a visit, and also to have a man such as he represent us, as he knows our problems.

I would like to request that our delinquent members please get back into your Local. We need your support and there may be a time when you will need the Brotherhood.

We voted to give $3 per member, per quarter, to our Brothers in need on the Florida East Coast Railroad. We are determined to help them in their efforts. We have to stand united.

Our meeting was closed by a prayer by Chaplin C. K. Keller. Let's see some more new faces at our next meeting.

J. W. CATES

WW II Veterans

The World War II 729th Railroad Operating Bn. will hold its 16th annual reunion at the Sheraton Biltmore Hotel in Providence, Rhode Island August 19-21.

For details contact Mr. Edgar Sweet, 9 Maplevale Road, East Haven, Conn. or Mr. Charles P. Mulligan, 9 Hill St., Seymour, Conn.

Chicago & North Western

PORT WASHINGTON, WIS. (9). This report includes Local news for the past 6 months and a report of our regular third quarter meeting held at Green Bay, Wis. just prior to the Brotherhood's Convention. Several items to be brought up at the Convention were discussed at this meeting and it was pointed out that all matters to be handled at the Conventions in the future should be presented to the Delegates or each Local in sufficient time to be discussed and properly acted on by the Locals. This will enable all future Delegates to act or vote on most matters as their respective Locals wish.

Brother Paul Konrath retired after 47 years of service for the C&NW and 46 years as a faithful member of the Local. Our Local extends their heartiest congratulations and best wishes to both Paul and his wife in their retirement years.

Our annual picnic was again held in Sheboygan, Wis. and was a big success. Over 130 persons were in attendance and 33 of our Brothers or their families were represented.

We were honored to have the following retired brothers attend: F. Grams, R. Zeitler, O. Due, P. Konrath and Mrs. Dankert, widow of Brother Fred Dankert.

Many thanks to Chairman Obodowsky and wife, and Brother Jurss and wife on the planning and handling of the picnic and to Mrs. A. Nenn for keeping the small fry entertained and happy playing games and winning prizes.

Our regular 4th quarter meeting was held on October 24 with action being taken to change our By-Laws. Many suggested changes were tabled until our next meeting.

Local lodge dues were raised to $22 per quarter to meet the increase of per capita tax to Grand Lodge and System Committee and also in hopes of being able to continue our annual picnic and banquet to honor our retired brothers.

Let's all work for the good of the Brotherhood. This is the only thing that will continue to make our union strong and worthwhile.

A. E. NENN

P.R.R.—P.R.S.L.

MAGNOLIA, N. J. (58). Our regular meeting was held at Hammonton, N. J. on January 13.

Brother Henry reported on claims and other grievances of our membership.

Grand Lodge Vice President C. K. Fields attended the meeting and presented an interesting talk which cleared the air on several issues troubling many of our members. I am sure those who attended now have a better understanding and we extend our thanks.

We were pleased that General Chairman R. B. Park was also present to help us with our problems. Thanks, Bob, for coming over.

President Jesse Clark was unable to be present at this meeting as he was attending conferences at Washington, D. C. in an effort to settle the dispute arising out of our Brotherhood's demands for a job stabilization agreement.

This photo was taken of members who attended a meeting of Local 58 at Hammonton, N.J. on January 13.

Photos were taken at this meeting and will accompany this article. Those who missed this meeting lost out.

We were disappointed that our Atlantic District members did not show up for this meeting as there was quite a discussion regarding work of the Port Authority and what was being done to keep our members working while this work is being performed. Our officers think you should show up at these meetings and hear what is being done for you.

Our Banquet is usually held during October and we would like to have an expression of views from our membership. If we are going to hold it we must have time to find a place. Letters will be sent out soon, please answer the questions on the card and return it to your Secretary. Don't throw the cards away, they cost money, return them as directed, we want to know what you think.

Our next meeting will be held March 10. I hope all of our members will show up as that is my holiday, (Birthday.) Don't forget, your Birthday will also be your day off.

We want to thank the following Brothers for being at this meeting: G. Danley, W. Gilbert, E. Reed, G. Henry, W. Coho, R. Inman, Sr., R. Inman, Jr., H. McNemar, R. W. Schwartz, C. Hoffman, R. Connelly, M. Lindsay, R. McCormick, H. Kendall, Vice President C. K. Fields, and General Chairman R. B. Park.

Don't forget to pay your dues.

J. L. NACK

Those shown in the photo above are: left to right—General Chairman R. B. Park, Vice President C. K. Fields, Chief Signalman E. S. Reed, and Financial Secretary W. H. Gilbert. They were present for Local 58's meeting at Hammonton, N.J.

Great Northern

WHITEFISH, MONT. (154). Our veteran signal maintainers, Walter Coburn on the east end at Crookston, and Floyd Goman at St. Cloud, are back to work after six months of disability.

A union meeting ocnducted by Local Chairman Adrian Buckland, was held at Havre, Mont. on Dec. 12. There were 11 members present. They were: Glen Peterson, Gilford, Mont.; Wilfred Kuhry, Havre, Mont.; Lou Ivanish, Malta, Mont.; Bob Bryson, Saco, Mont.; Lyle Bryson, Chinook, Mont.; John Lunda, Helena, Mont.; and Walt Campbell, Great Falls, Mont. These men are all signal maintainers. Also attending were: Bruce Avery, Havre, signalman's helper; Jack Campbell, general CTC maintainer, Havre; and Steve Whalen, signal testman, Havre.

Leonard Gray, signal maintainer at Newport, Wash. is back on the job af-

ff for more than a month. d the misfortune of having r meet an automobile on a ssing. Leonard suffered a re. We understand that he An investigation of this ac- held January 13 with Gen- ian, Lyle Gee, representing Gray. We understand that an oily, slippery rail contributed to the accident.

Signal Gang 19, Central District is at Essex, Mont. rebuilding slide fences. Signal Gang 20, Central District, is at Belton, Mont. repairing the pole-line, taken out by the June flood. I have had no news of gangs on the other districts.

A general CTC maintainer's job has been established at Seattle, Wash. This job will be put on bulletin and awarded to the senior man bidding. This is the first CTC job put on in the Western District.

I again voice a plea to our members. Please send in news for publication in the *Journal*. ADRIAN L. BUCKLAND

to CURE MORE GIVE MORE to AMERICAN CANCER SOCIETY

Obituary

R. R. Kretzsehmar, retired member of Local 160, New York Central Railroad, passed away December 25, 1964. He was 79.

Brother Kretzsehmar had completed 33 years of service at the time of his retirement October 10, 1957.

The officers and members of Local 160 extend deepest sympathy to the surviving members of the family.

W. DEATCHER

Lew W. Prescott, retired member of Local 120, Boston & Maine Railroad, passed away recently. He was 78.

Brother Prescott retired May 1, 1952 after completing 37 years of service.

The officers and members of Local 120 extend deepest sympathy to the surviving members of his family. ED.

R. R. "Bob" Coppess, member of Local 146, Pennsylvania Railroad, died suddenly while operating a hand tractor to clear snow from the driveway of his home at Redkey, Indiana, on Saturday, January 16. He was 52.

Brother Coppess was born at Bradford, Ohio, on December 23, 1912. He worked for 35 years in the Maintenance of Way and Signal Departments of the P.R.R. His service in the Signal Department began on January 22, 1937, and he became a member of Local 146 in March, 1940. He worked on many projects including electrification in the East, and through this, and work on other Divisions, he made friends with Signalmen from all sections of the railroad.

Except for short periods of furlough and more than four years in the Army during World War II, he worked either as a signalman, assistant, or helper in the construction gangs or as a communications and signal maintainer assigned to a section or maintenance gang. At the time of his death he was assigned to the small maintenance gang headquartered at Marion, Indiana.

He was also a member of the Greenville (Ohio) Masonic Lodge, the Williamson-Smiley American Legion Post at Redkey, the Union City Eagles Lodge, and Redkey Methodist Church.

He is survived by his widow Ayleen and sister, Miss Esther Coppess of Greenville, Ohio. His father "Charlie" who preceded him in death, was retired from the Signal Department and had also belonged to Local 146. The officers and members of our Brotherhood extend profound sympathy to Brother Coppess' family.

W. D. BEST

Donald C. Potter, retired member of Local 9, Chicago & North Western Railroad, passed away recently after a long illness. He was 62.

Brother Potter retired in April, 1964 after 35 years in the Signal Department of the C&NW. He was a dedicated member of the Brotherhood since joining in June, 1930 and held several offices in the Local during this time.

The officers and members of Local 9 extend deepest sympathy to the surviving members of his family. A. E. NENN

M. S. Mayle, member of Local 31, Baltimore & Ohio Railroad, passed away at his home recently following a long illness.

Brother was a long time active member of our Brotherhood and the officers and members of Local 31 extend sincere sympathy to the surviving members of his family. DALE LEONARD

Frank J. Weber, retired member of Local 9, Chicago & North Western Railroad, passed away recently.

Brother Weber had been a signal employe of the C&NW since December, 1914 and a member of our Brotherhood since October, 1918. At the time of his retirement in January, 1960 he was signal maintainer at Wausau, Wis.

The officers and members of Local 9 extend deepest sympathy to the surviving members of his family A. E. NENN

George M. Thomas, member of Local 68, Erie-Lackawanna Railroad, passed away December 5, 1964 after a brief illness. He was 48.

Brother Thomas began his railroad career January 28, 1946 and served as signal maintainer at Grove Street Interlocking. He was a World War II veteran and was known affectionately as "Little Beaver" by his fellow workers.

The officers and members of Local 68 extend their deepest sympathy to his widow, two sons, and other surviving members of his family.

WILLIAM A. RADZIEWICZ

H. R. Manley, retired member of Local 103, Chicago, Burlington & Quincy Railroad, passed away recently.

Brother Manley retired in 1964 after completing 39 years of service with the C.B.&Q.

The officers and members of Local 103 extend deepest sympathy to the surviving members of his family. ED.

CHANGE OF ADDRESS

Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:

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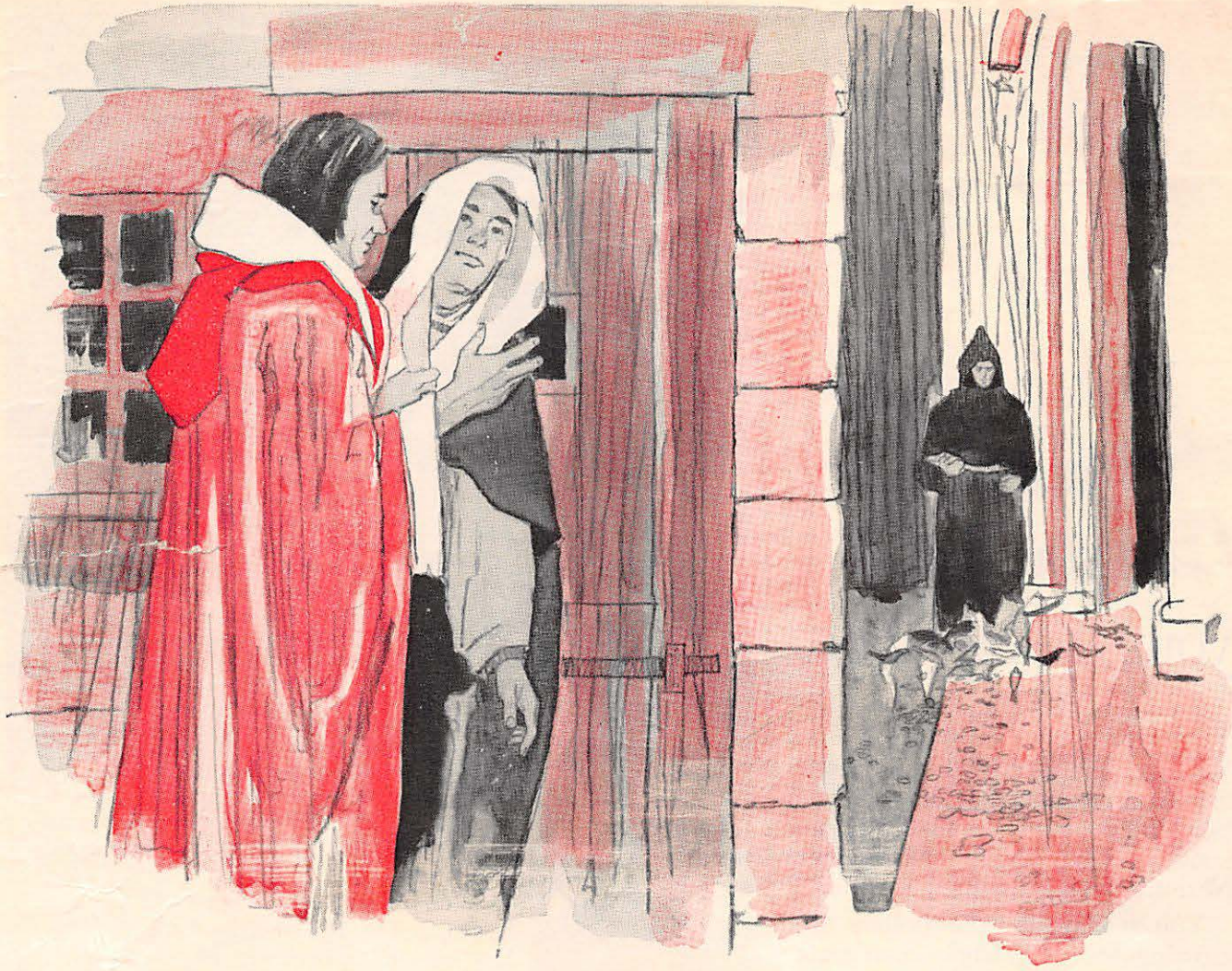

XIVth Century Hoods

Around the XIVth Century, practitioners of many trades and professions were identified by distinctive hoods. This convenient arrangement was not overlooked by phonies. Desiring to practice medicine, for instance, a rogue donned physician's hood and sought out patients to fleece where he wasn't known. His headgear, of course, was a false hood . . . a term later fused into one word to apply to deceit in general.

20th Century Hoods

A hood that has long been relied on to signify the finest in simplified high-voltage terminals is the Kerite terminal hood. Kerite developed it back in the 1920's, long before such an idea had occurred to any other cable maker. Its design proved uncommonly sound. Thousands of the first hoods Kerite made are still in service, and only slight modifications have been needed to suit the basic design to a wide range of conditions at much higher voltages. The Kerite hood, like Kerite cable itself, gives you the most solid assurance of true long-term economy. The Kerite Company, 30 Church Street, New York 7, New York.

Kerite

the cable that lasts . . . and lasts . . . and lasts

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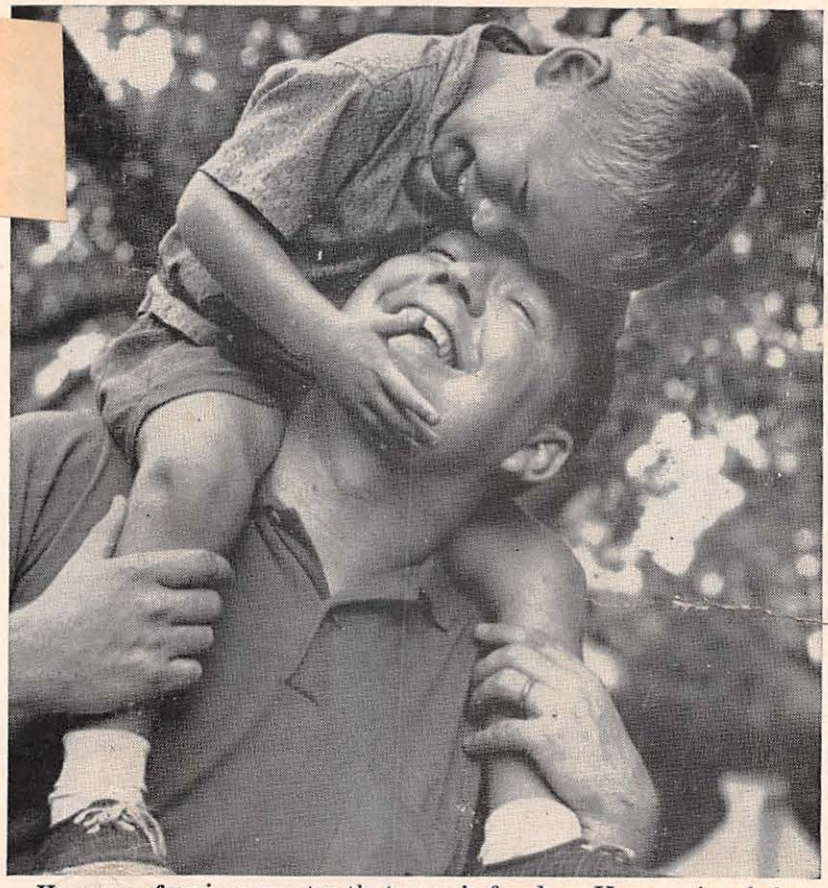
How to stand a little taller as you watch your money grow



He grows free in a country that grew in freedom. Your savings help defend that freedom when you invest them in U.S. Savings Bonds.

You get more than just money back from an investment in U.S. Savings Bonds. You get a feeling of pride, knowing that you're helping our Nation defend the cause of freedom.

You see, while your dollars are growing for you, Uncle Sam puts them to work to help freedom grow too. Every dollar you invest in U.S. Savings Bonds helps strengthen our free economy here at home . . . helps our Nation to stand up for freedom everywhere.

But look at it from a strictly personal angle too. Every $3 you invest in Series E Savings Bonds brings you $4 when your Bonds mature. Money that would come in handy for a new home, or for your children's education. In other words, you get a sound savings plan too.

These days, it's sometimes hard to know what each of us can do—as individuals—to strengthen and defend the cause of freedom. Wouldn't you be a little prouder, stand a little taller, watching your money grow in U.S. Savings Bonds?

He knows about freedom, but he's against it. His ambition is to see your children wither under Communism. One way to check him is to keep ourselves—and our Nation—financially strong.

Five personal benefits you get from U.S. Savings Bonds:

1. Your investment is guaranteed safe by the U.S. Government.
2. Your Bonds are replaced free if anything happens to them.
3. You can get your money back whenever you need it.
4. You can save automatically where you work.
5. You get back $4 for every $3 at maturity.

You can't lose. Even if you should lose the Bond itself, you won't lose your money. Every U.S. Savings Bond is registered—with its owner's name—for your protection.

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